

Delegated Report		Analysis sheet	Expiry Date:	24/06/2013
		N/A	Consultation Expiry Date:	06/06/2013
Officer			Application Number(s)	
Rachel Miller			1) 2013/1740/P 2) 2013/2561/L	
Application Address			Drawing Numbers	
26 Christchurch Hill London NW3 1LG			Please refer to decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Use of building fronting Well Road as garage ancillary to existing dwellinghouse at 26 Christchurch Hill (Use Class C3). Installation of garage doors to front elevation and creation of vehicular access.				
Recommendation(s):		1) Approve with conditions subject to a S106 2) Approve with conditions		
Application Type:		1) Householder Application 2) Listed building consent		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	12	No. of responses	01	No. of objections	01
			No. electronic	00		
Summary of consultation responses:	<p>Press notice displayed from 16/05/2013 until 06/06/2013 Site notice displayed from 08/05/2013 until 29/05/2013</p> <p>1 letter received with the following concerns:</p> <ol style="list-style-type: none"> 1) The impact of the development on the two trees – T7 within the Applicant’s property and T1 on the pavement on the corner of Well Road and Christchurch Hill. Are the Council’s tree Officers satisfied with the tree report submitted? 2) The traffic and passenger safety of a new crossover near to the junction with Well Road and Christchurch Hill <p><u>Officer comments</u></p> <ol style="list-style-type: none"> 1) The proposed conversion of the existing garage back to use would not have any adverse impact on the nearby protected trees. See Trees section below 2) The proposed crossover would be located away from the junction with Christchurch Hill to not cause safety issues. 					
CAAC/Local groups* comments: *Please Specify	Hampstead CAAC – no objection					

Site Description

The site is located on the corner of Christchurch Hill and Well Road within the Hampstead conversation area. The site contains a single family dwellinghouse which is Grade II listed. There is a single storey former garage in the garden fronting Well Road and timber fence running around the perimeter of the site which is curtilage listed. The front doors of the garage have been bricked up and the building is currently used as ancillary accommodation to 26 Christchurch Hill

There is pedestrian access to the site from Christchurch Hill and from Well Road. There is currently no vehicular access to the site. It is within the Controlled Parking Zone (Hampstead CA-H), which operates Mon-Sat between 09:00 – 20:00.

Relevant History

PWX0202569 - Demolition of existing single storey garden building and erection of 2 storey garden building together with formation of new car parking space in the rear garden and formation of new access to the highway, and excavation to form an open air swimming pool. Refused on 29/01/2003 for three reasons including *“the proposed highway crossover would result in the loss of an on-street car parking space in an area characterised by high levels of parking stress, and would fail to provide adequate sight lines for drivers using the proposed crossover. The proposal would therefore result in an increase in local parking stress and a reduction in local traffic safety.”*

2010/4755/P - Replacement of existing timber boundary fence with proposed brick boundary wall to dwelling (Class C3). Withdrawn on 28/10/2010

2010/4764/P - Creation of a new vehicle access and associated dropped kerb to existing dwelling house (Class C3). Withdrawn on 28/10/2010

2010/4767/P - Erection of a single storey rear orangery extension to dwelling house (Class C3). Approved on 08/11/2010

2012/4428/P - Creation of 3 x on-site car parking spaces and associated dropped kerb to back garden of existing house (Class C3). Withdrawn on 12/10/2012

2013/2125/P - Creation of 1 on-site car parking space with sliding gate and associated dropped kerb on Well Road for existing house (Class C3). Currently under consideration

Relevant policies

LDF Core Strategy and Development Policies

- CS5 Managing the impact of growth and development
- CS11 Promoting sustainable and efficient travel
- CS14 Promoting high Quality Places and Conserving Our Heritage
- CS19 Delivering and monitoring the Core Strategy
- DP17 Walking, cycling and public transport
- DP18 Parking standards and limiting the availability of car parking
- DP19 Managing the impact of parking
- DP21 Development connecting to the highway network
- DP24 Securing High Quality Design
- DP25 Conserving Camden's Heritage
- DP26 Managing the impact of development on occupiers and neighbours

Hampstead Conservation Area Statement 2001

Camden Planning Guidance 2011

- CPG1 Design
- CPG6 Amenity
- CPG7 Transport
- CPG8 Planning Obligations

Assessment

Proposal

Planning permission and listed building consent are sought for the use of building fronting Well Road as a garage for one car parking space for the occupiers of 26 Christchurch Hill. The proposals include the installation of garage doors to the front elevation. The garage door would have an overhead projected timber garage door with fanlight inserted to match the existing fenestration on the building.

The proposals also involve the creation of a vehicle crossover to allow vehicles to access the garage from Well Road.

Transport and parking implications

This application follows the withdrawal of various applications for the creation of off-street parking spaces (see history section above). These applications were withdrawn following advice from Officers that the proposals were unacceptable in terms of impact of trees and loss of on-street parking.

Policy DP19 seeks to ensure that the creation of additional off-street parking will not have a negative impact on on-street parking, highways or the environment. Development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress.

The site has a PTAL score of 3 which indicates that it has a 'Moderate' level of accessibility by public transport. Camden Planning Guidance 7: Transport defines highly accessible areas as those which have a PTAL score of 4 and above. The proposals submitted identify the requirement for a new crossover to facilitate access to the existing garage building. The proposed access would reduce the length of the residents' bay on Well Road outside the existing garage by 4metres.

When considering a crossover application, the Traffic Management Order process is also borne in mind, as this would be required to remove and reconfigure the on-street controlled parking spaces, and due consideration has been given to this process as this involves public consultation. The Applicant has submitted a letter from Camden Highways Management Team that confirms that a permanent vehicle crossover may be acceptable in this location however this is considered under separate legislation (Traffic Management Order). The new crossover and works to the footway would be paid for by the applicant and the highway works should be secured via a S106 contribution of £4,750.

Details submitted indicate that the introduction of a crossover would result in the loss of 1 on-street parking space. The applicant has appointed independent traffic consultants, Paul Mews Associates, who have undertaken parking beat surveys of the surrounding streets. The surveys were conducted at 2pm on Friday 4 February 2011, 1.30am on Tuesday 8 February 2011, and 2am on Thursday 10 February 2011. The surveys indicate that there were at least 11 free residents permit bays on Well Road, and at least 7 free spaces on Christchurch Hill, during each of the 4 surveys. There were free parking spaces on each of the other streets that were surveyed, with the exception of New End Square. The results of the parking survey identified that the maximum occupancy of the on-street residents parking bays was 78 percent along Well Road and 87 percent along Christchurch Hill. The parking survey identifies that the level of occupancy in Well Road is below 90 percent (the figure at which parking is considered stressed). It is considered that given the availability of parking spaces in the immediate area, it is considered that the loss of one on-street parking bay is acceptable.

The Applicant currently has two parking permits for on-street parking. Following negotiations with Officers, the Applicant is willing to surrender one parking permit at the expiration of the parking permits i.e car capped which would be secured via S106 agreement. This would offset the loss of the on-street parking space.

It is considered that the proposal would not result in any unacceptable increase in the demand for on-street car parking and therefore does not conflict with policy DP19.

Design and conservation area

The garage forms part of the listing by virtue of being part of the curtilage pre 1948. Historic maps date the garage from between 1914-1935 and an inspection of the exterior suggests a similar date. Plans from the 1970s mark the building in use as a garage and there is evidence on the Well Road façade that the original garage opening has been blocked up. The resultant façade is not of merit and does not contribute to the special interest of the listed building.

Given that the works involve the reinstatement of a timber door to a garage building it is considered that the works would not harm the special interest of the listed building. Immediately outside of the garage no historic street furniture would be affected. The proposals are acceptable in design and conservation terms and comply with policies DP24 and DP25 and guidance within CPG1.

Trees

There are two protected trees on the site. As the proposals involve the reinstatement of the original garage building and do not involve any substantial building work there would be no harm to protected trees on the site. The proposed works to the pavement to enable the crossover would be at sufficient distance away to not have an adverse impact on the roots of the trees.

Recommendation

The proposal is considered to be acceptable subject to S106 agreement for car-capped housing and financial contribution towards highway works.