

Camden Square Conservation Area Advisory Committee

Date: 27 June 2017

Planning application Reference: 2017/2743/P

Proposal: Formation of crossover and alterations to front boundary wall including vehicle entrance

Summary: The proposal fails to conform to the requirements of both the Conservation Area Appraisal and Management Strategy and vehicular crossovers in a Controlled Parking Zone. It will have a negative impact on the conservation area and should be rejected.

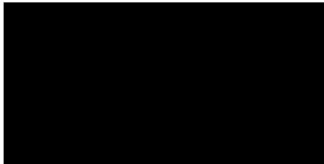
Comments:

1. The proposal is contrary to the letter and spirit of the Conservation Area Appraisal and Management Strategy,
 - 1.1. The proposed development will involve alterations to the boundary wall. Para 7.7.4 (Paths and boundary walls/hedges) states in unequivocal terms that the *"Removal of boundary walls and gardens for parking is not permitted"*
 - 1.2. Paragraph 7.9 (Car parking cross overs) of the same document states that *"Parking in front gardens, particularly in Camden Road, will be resisted by the Council because of the harmful impact it has on the character and appearance of the conservation area"*
 - 1.3. Section 8 on Trees, Green Spaces and Biodiversity Strategy notes that the *"Council will resist the loss of soft landscaping and original boundary walls and railings, as well as loss of gardens...."* The same section points out that *"any tree within the conservation area over 75mm diameter that is not covered by a TPO is still protected"* and requires permission for its removal. This ruling would certainly apply to the palm tree growing in the middle of the front garden which gives character to the house and the square.
2. The proposal also fails to satisfy the assessment criteria outlined in the Vehicular Crossover Application (HM.21 Doc 1)
 - 2.1. The proposed crossover is located within a current Controlled Parking Zone (CPZ). If the owner of the property is to have unimpeded access for his vehicle, through the introduction of a single yellow line, he will, in effect, have his on parking bay in the street thus reducing the parking facilities for others in the neighbourhood. If, on the other hand, parking in

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front of his gates is open to all residents, and outside CPZ hours this appears to be permitted, then the owner may not have access to his vehicle.

3. There are also additional practical concerns with the location of the vehicular gates outside this property – i.e. the existing speed hump will be right on the line of the proposed entrance and would therefore need to be relocated. Highways would need to comment on the practicality of moving this in the light of nearby junctions etc.
4. The developer argues that the proposal mimics the adjacent property's double gates and hardstanding and therefore on the basis of precedence should be permitted. However, it should be noted that the cross-over for 63 Camden Square was installed many years ago, long before the establishment of either the Conservation Area or the Controlled Parking Zone. There can therefore be no issue of precedence. To argue the contrary would represent a further erosion of the Conservation Area character. It should also be pointed out that the current owners of 63 Camden Square no longer use their front garden for parking
5. Whilst we share the developer's concern at the level of vehicular vandalism in the Conservation Area, it has to be acknowledged that sadly this is a feature of life in central London, one that all residents face. Creating off street parking in front gardens in the misguided belief that this will somehow reduce the incidence of vandalism is not the solution: in a Conservation Area it simply replaces one form of vandalism with another.
6. The proposal does not preserve or enhance the Conservation Area and should be rejected.



Signed:
David Blagbrough
Chair
Camden Square CAAC

Date: 26 June 2017