

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		03/07/2018	
		N/A / attached		<b>Consultation Expiry Date:</b>		03/07/2018	
<b>Officer</b>				<b>Application Number(s)</b>			
Leela Muthoora				2017/6229/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
5 St John's Wood Park London NW8 6QS							
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
Erection of front boundary wall and railings with two sliding vehicle gates with additional hardstanding to front garden and installation of new balustrade at first floor level above garage.							
<b>Recommendation(s):</b>		Refuse planning permission					
<b>Application Type:</b>		Householder Application					
<b>Conditions or Reasons for Refusal:</b>		Refer to Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses	00	No. of objections	00
<b>Summary of consultation responses:</b>		A site notice was displayed outside the property from 15/12/2017-05/01/2018. No consultation responses have been received.					
<b>CAAC/Local groups comments:</b>		No consultation responses have been received.					

## Site Description

The site is two-storey brick built detached house on the west side of the road. The house is not a listed building, it is not in a conservation area and there is no Article 4 direction restricting its permitted development.

## Relevant History

### The subject site

**2017/6189/P** - Enlargement of rear dormer and enlargement of porch to entrance. **Certificate of lawful development granted 26/04/2018**

**2017/6078/P** - Addition to rear garden wall to increase height by 600mm to a total of 2.6m. **Withdrawn 05/01/2018**

**2017/3364/P** - Replacement of front boundary wall, railings, gates and hardstanding. **Granted 23/10/2017**

**2017/2291/P** - Installation of dormer window to front roof slope, new roof lantern and roof lights and enlargement of rear dormer. **Granted 04/10/2017**

**2017/2255/P** - Erection of a ground floor rear extension, installation of roof lights, new first floor side window (non-openable and obscurely glazed) and replacement roof tiles. **Granted 03/10/2017**

**14833** The erection of a first floor extension over the garage at the side of 5 St. John's Wood Park, N.W.8. to provide two additional habitable rooms. **Conditional permission 24/01/1973**

**14128** The erection of a first floor extension over the garage at the side of No. 5 St. John's Wood Park, N.W.8. to provide two additional habitable rooms. **Conditional permission 19/09/1972**

### Adjacent sites

No. 6

**8803604** - Demolition of existing wall and the erection of new boundary wall wrought iron railings and gate. **Granted 13/07/1988**

No. 4

**36076** - Construction of front perimeter garden walls. **Refusal 25-11-1983**

**Reason for refusal:** The proposed walls are considered unacceptable since they would be visually detrimental to the appearance of the property and the street generally.

## Relevant policies

**National Planning Policy Framework 2012**  
**The London Plan 2016**

### **Camden Local Plan 2017**

Policy A1 – Managing the impact of development

Policy D1 – Design

Policy A2 – Open Space

Policy A3 – Biodiversity

Policy CC3 – Water & Flooding

Policy T1 – Prioritising walking, cycling and public transport

Policy T2 – Parking and car free development

## Camden Planning Guidance

CPG Design 2018  
CPG Amenity 2018  
CPG Transport 2011  
CPG Biodiversity 2018

## Assessment

### 1. Background

**1.1** The site history outlined above shows that there have been a number of applications within the last year to extend and refurbish the property. These included the permission for 'replacement of front boundary wall, railings, gates and hardstanding' granted October 2017. After submission and following officer advice, this proposal was formally revised to reduce the amount of vehicle access gates from two to one, further amend the design and height of the boundary treatment to match the neighbouring properties and reduce the proposed area of hardstanding to match the existing hardstanding area. The applicant has since however, provided a further revision which was not requested by officers, similar to the originally submitted scheme under ref: 2017/3364/P.

**1.2** For reference, the previously approved scheme was for the erection of three curved brick boundary walls with brick coping approximately 0.7m-1.3m in height with metal railings above to form an overall height of approximately 1.7m. The walls were divided by five brick piers approximately 2m in height with squared coping stones above including one sliding metal gate for vehicle access. The area of hardstanding consisting of permeable paving to form on-site parking is approximately 65sqm with approximately 13.5sqm of soft landscaping to the front boundary. The existing non-permeable hardstanding is approximately 40sqm.

### 2 Proposal

**2.1** The proposal is to erect a brick boundary wall approximately 0.6m-0.9m in height with metal railings above to form an overall height of approximately 1.6m. There would be four stone clad concrete piers approximately 1.8m in height with fluted coping stones above and two sliding metal gates for vehicle access.

**2.2** Increase in the area of hardstanding to consist of permeable paving to form on-site parking of approximately 87.5sqm.

**2.3** Installation of railings at first floor level above garage to front elevation.

### 3 Assessment

The main issues for consideration are

- Design
- Impact on neighbouring amenity
- Transport & Parking
- Water & Flooding

#### Design

**3.1** Policy D1 (Design) of the Camden Local Plan states that The Council will require development to respect local context and character, integrate well with the surrounding streets, comprise details and materials that are of high quality and complement the local character, as well as incorporate high quality landscape design.

**3.2** St Johns Wood Park has a variety of building types and layouts at the front of the premises, but generally has open front gardens with vegetation and low front garden walls. The site is located within a group of seven detached dwelling houses, of which five have boundary walls with railings, vehicle gates and hard standings to the front gardens to provide on-site parking. Whilst the proposal seeks to infill the gap between numbers 4 and 6 with similar materials of brick wall and metal railings, the proposed concrete piers with stone cladding would not be considered appropriate in this location, as they would appear incongruous with the existing boundary treatments which consist of brick piers and coping stones. The neighbouring boundary treatments consist of primarily evenly spaced curved brick walls with brick coping between brick piers, the proposal of one central brick wall with squared off curves would appear incongruous with the composition of the neighbouring boundary walls. The coping stones to the piers would also be fluted which is also inconsistent with the existing boundary treatments. As a result, the proposed boundary wall design would not integrate well with and the materials would not complement the neighbouring boundary treatments contrary to policy D1.

#### Amenity

**3.3** Policy A1 (Managing the impact of development) states that The Council will seek to ensure that the amenity of existing and future occupiers and neighbours is protected and resist development that fails to adequately assess and address transport impacts affecting communities, occupiers and neighbours. Factors we consider include visual privacy and outlook, transport impacts, impact upon water and wastewater infrastructure.

**3.4** Gardens are particularly prone to development pressure in the Borough with their loss resulting in the erosion of local character and amenity, biodiversity and their function in reducing local storm water run-off. Gardens can help shape their local area, provide a setting for buildings, provide visual interest and may support natural habitats. As stated in Policy A2 (Open Space) and Policy A3 (Biodiversity) the Council will seek to protect gardens and will resist development that occupies an excessive part of the garden. The proposed additional hardstanding within the front garden would result in approximately 93% of the front garden being hard landscaping with the remaining 7% forming a small amount of soft landscaping in the form of planting adjacent to the front boundary wall. Camden design guidance states that there should be a balance between hard and soft landscaping and that no more than 50% of the frontage area should become hard landscaping. The Council discourages the replacement of soft landscaping with hard landscaping in order to preserve the environmental benefits of vegetation of all types, which is at a premium in Camden given the Borough's dense urban environment. The applicant was advised that Council guidance advises balance between hard and soft landscaping but the applicant wishes to pursue the proposal. Whilst it is acknowledged that the hard standing would comprise of permeable paving, the application site has the last remaining boundary with soft landscaping within this group of houses and as the space would provide access and parking for cars it would be unlikely to revert to soft landscaping in the future. The loss of the front garden together with the reduction of rear garden because of the recently approved rear extension would lead to an accumulated loss of garden amenity space considered unreasonable for a property of this size contrary to policies A1, A2, A3, D1 and T2.

**3.5** The Council will seek to protect the quality of life of occupiers and neighbours and will consider the impact of development on visual privacy, outlook and disturbance from artificial light. Whilst there is no proposal to alter the window at the first floor level above garage, the installation of railings to enclose the space on the garage roof implies the proposed intention to use this area as a terrace. According to the front elevation drawing the height of the window would be approximately 0.8m which would makes access to the area difficult. If the railings are intended to provide adequate access to the main roof of the extension as a possible safety/maintenance measure, access for maintenance purposes should be carried

out by trained operatives who would utilise the appropriate safety measures such as safety harnesses, temporary barriers or scaffolding; therefore, the railings, if this is their intended purpose, are not required. The information provided on the drawings and supporting documents does not address the impact on the nearest neighbouring window within the side elevation of no. 6; however, according to the site plan and observations made on site, the terrace area would be a distance of approximately 1.2m of this window causing it to be directly overlooked by this window. The interior of this room, which according to Council records, is a bathroom would be in direct sight lines of the terrace area being formed by this enclosure, resulting in an unacceptable degree of overlooking contrary to policy A1.

### Transport and parking

- 3.6** Policy T1 (Prioritising walking, cycling and public transport) of the Camden Local Plan promotes walking, cycling and public transport. This includes improving the pedestrian environment and promoting sustainable transport choices. To promote walking The Council will seek to provide high quality footpaths. The alterations required for the dropped kerb and the vehicle cross over disrupts pedestrian movement along the adjacent pavement due to vehicles entering & exiting the site. The proposal would also increase the space available within the site for car parking, which promotes the use of the private car, solely by the occupants of the application site contrary to policy T1.
- 3.7** Policy T2 (Parking and car-free development) of the Camden Local Plan seeks to limit the availability of parking and requires all new developments to be car-free. Specifically, The Council will resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking. Policy T2 states that 'Development of boundary treatments and gardens to provide on-site private parking often requires the loss of much needed public on-street parking bays to create vehicle crossovers'. The site is located in a controlled parking zone (CPZ) which operates on Monday to Friday between 0830 and 1800 hours.
- 3.8** The proposal to provide an additional vehicle entrance from the public highway requiring amendments to the front boundary treatment and a vehicle cross over would result in the loss of one on-street parking space. The site benefits from an existing vehicle entrance to the public highway and the requirement for an additional entrance has not be justified. Whilst there are double vehicle entrances on all the other boundaries between 1 to 7 St John's Wood Park, there is evidence that they have been in place since 2008 and therefore, pre-date current Council policy. Thirteen on-street parking spaces have been lost to these vehicle entrances; the loss of another would reduce this part of the street to one on-street parking bay. Due to the limited availability of parking spaces, the further loss of on-street parking would result in an unacceptable increase in parking stress within this location, contrary to policy T2.
- 3.9** Whilst the formation of a vehicle cross over does not fall under planning legislation, permission is required from the Highways Authority. The Highways Authority will generally refuse permission where it would result in the loss of on-street car parking spaces. There is also a lamppost in the location of the proposed secondary vehicle crossover that would require relocating. This would require further assessment and consent from the Highways Authority.

### Water and Flooding

- 3.10** Policy CC3 (Water and Flooding) of the Local Plan states that The Council will seek to ensure that development does not increase flood risk where possible and will require development to utilise Sustainable Drainage Systems (SuDS) in line with the drainage hierarchy to achieve a greenfield run-off rate where feasible. Areas of paving can increase the volume and speed of water run-off. This adds to the pressure upon the drainage system

and increases the risk of flooding from surface water. Whilst it is acknowledged that the proposed paving would be permeable, the increased area of paving by more than double that of the existing. It is considered that permeable paving would be less able to achieve the greenfield run-off rate (the natural rate of water run-off from a site before it was developed) than soft landscaping, which could place additional pressure on the existing drainage infrastructure contrary to policy CC3.

#### **4** Conclusion

- 4.1** The proposed boundary wall, railings and gates, by reason of their detailed design and materials would create a discordant feature which would be detrimental to the character and appearance of the host building and wider area, contrary to policy D1 (Design) of the Camden Local Plan 2017.
- 4.2** The proposed boundary wall, railings and gates would result in the loss of an on-street parking space in a Controlled Parking Zone which would contribute unacceptably to parking stress in the surrounding area, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and car free development) and A1 (Managing the impact of development) of the Camden Local Plan 2017.
- 4.3** The proposed hardstanding, by reason of its size and coverage, would be of insufficient visual amenity and provision to facilitate future growth within the front garden and would therefore be detrimental to the amenity and biodiversity of the site and the wider area, contrary to policies A1 (Managing the impact of development), A2 (Open Space), A3 (Biodiversity), D1 (Design) and T2 (Parking and car free development) of the Camden Local Plan 2017.
- 4.4** The erection of railings at first floor level facilitating the roof as an amenity space, by reason of its siting and proximity to the neighbouring window, would result in a loss of privacy that would be detrimental to the amenity of the adjoining building of No. 6 St John's Wood Park, contrary to policy A1 (Managing the impact of development) of Camden Local Plan 2017.

#### **5 Recommendation** - Refuse planning permission.