

Delegated Report		Analysis sheet	Expiry Date:	09/07/2018
		N/A	Consultation Expiry Date:	14/06/2018
Officer			Application Number(s)	
Nora-Andreea Constantinescu			2018/1029/P	
Application Address			Drawing Numbers	
22 Crediton Hill London NW6 1HP			See decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Various alterations to front garden to include: replacement of existing shed, partial removal of front boundary wall and alterations to all boundary fences, resurfacing the existing paved areas to include the driveway, extension of existing parking space to create one new parking space, installation of new steps from the driveway, all to dwelling (Class C3).				
Recommendation(s):	Refused			
Application Type:	Householder Application			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	Site notices Press notice	18/05/2018-08/06/2018 24/05/2018-14/06/2018	No. of responses	1	No. of objections	1
Summary of consultation responses:	<p>One of the neighbouring occupier objected to the proposed scheme on the following grounds:</p> <ul style="list-style-type: none"> - The boundary line and shed location as shown on the plans bordering no. 22 and no. 22 is not correct. <p><i>Officer response:</i></p> <ul style="list-style-type: none"> - <i>Since the comments were received, revised drawings were provided to show the precise location of the boundary treatment. Please see drawing Q076-03 Revision B.</i> 					
CAAC/Local groups* comments: *Please Specify	No comments received.					

Site Description

The application site comprises a two-storey semi-detached dwelling with rooms in the attic, located on the eastern side of Crediton Hill, in close proximity with the junction with Fawley Road. The site lies within West End Green Conservation Area and along with the buildings along the eastern side of Crediton Hill are considered to make a positive contribution.

The site benefits from a large front garden with rich beds of shrubs, plants and flowers. On the southern side of the site, the garden drops down four steps to an existing shed with a paved area in front used as a parking space for one car.

Relevant History

No previous records at the application site.

Previous planning and appealed decisions relevant to the proposed scheme as it includes the creation of a new driveway to accommodate a parking space:

2017/5846/P – The Chestnuts Branch Hill, London, NW3 7NA - Partial infill of existing front lightwell and repositioning of front staircase to facilitate construction of new driveway and vehicle crossover. – Refused 15/012/2017 – Appeal Dismissed 17/04/2018

Reasons for refusal:

- 1. The introduction of a forecourt vehicular parking space would result in the loss of front garden space, which contributes to the character and appearance of the conservation area, and would be harmful to the character and appearance of the Hampstead Conservation Area contrary to policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.*
- 2. The proposal 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 London Borough of Camden Local Plan 2017.*
- 3. The proposed on-site parking space is considered to be detrimental to pedestrian and highway safety by reason of inadequate sightlines for vehicles leaving the site and lack of space for manoeuvring. The proposal is therefore contrary to policy A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.*

Previous planning and appealed decision relevant to the proposed scheme as it proposes alterations to the front garden and boundary wall in order to create additional parking:

2017/0575/P - 13 Fitzjohn's Avenue, NW3 5JY - Alterations to front garden to form off street parking, including alterations to existing boundary wall to create shared vehicle and pedestrian access via vehicle crossover from street, relocation of cycle parking and new gate to the side access. – Refused 01/06/2017 – Appeal Dismissed 07/11/2017

Reason for refusal:

- 1. The proposed development would involve the loss of a section of the front boundary wall, which is considered to be an important feature in the streetscene of the conservation area and thus would be detrimental to its character and appearance, contrary to policy CS14 (Promoting high quality places and conserving our heritage) the London Borough of Camden Local Development Framework Core Strategy; policies DP24 (Securing high quality design) and DP25 (Conserving Camden's Heritage) of the London Borough of Camden Local Development Framework Development Policies; and policies D1 (Design) and D2 (Heritage) of Camden Local Plan Submission Draft 2016.*
- 2. The proposal would result in loss of 3 on-street parking spaces in a CPZ and would contribute*

unacceptably to parking stress in the surrounding area, contrary to policy CS11 (Promoting sustainable and efficient travel) the London Borough of Camden Local Development Framework Core Strategy; policies DP17 (Walking, cycling and public transport), DP18 (Parking standards and limiting the availability of car parking), DP19 (Managing the impact of parking) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies, and policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and car free development), A1 (Managing the impact of development) of Camden Local Plan Submission Draft 2016

Relevant policies

National Planning Policy Framework (2012)

London Plan 2016

Camden Local Plan 2017

G1 Delivery and location of growth

A1 Managing the impact of development

D1 Design

D2 Heritage

T1 Prioritising walking, cycling and public transport

T2 Parking and car free development

Fortune Green and West Hampstead Neighbourhood Plan

Policy 7 Sustainable Transport

Policy 9 Pavements & pedestrians

Camden Planning Guidance

CPG 1 – Design 2015 updated March 2018 – chapters 2, 4, 6

CPG 6 – Amenity 2011 updated March 2018

CPG 7 – Transport 2011 – chapters 5, 6, 7

West End Green Conservation Area Appraisal and Management Strategy 2011

Assessment

1. Proposal

1.1 The applicant seeks planning permission for:

- Extension of driveway to accommodate a new parking space to include partial removal of front boundary wall
- Resurfacing the existing paved areas and creation of new steps from the front garden (driveway)
- Like for like replacement of existing shed
- Alterations to north side and south side boundary fence

2. Considerations

2.1 The main considerations related to the proposed development are:

- Transport
- Design and heritage
- Impact on the amenity of neighbouring occupiers

3. Transport

3.1 Policy T1 states that to promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site. In order to encourage walking, the Council will seek to ensure that developments improve the pedestrian environment.

3.2 Policy T2 states that in order to lead to reductions in air pollution and congestion and improve the attractiveness of an area for local walking and cycling, the Council will limit the availability of parking within the Borough. Specifically, this policy states that in order to achieve this, the Council will limit on-site parking to spaces designated for disabled people where necessary, and/or essential operational or servicing needs.

3.3 The application site benefits from good accessibility offering alternatives to the use of the private motored vehicle and this position is supported by the PTAL rating detailed as 5, one of the higher levels of access for sustainable transport. As such, the site is located within 15min walk from Finchley Road Station, 8min walk from Finchley Road and Frognal station, 7m walk from West Hampstead station and 3min walk from the bus stops along West End Lane. The site currently benefits from 1 on-site car parking space with a vehicular access from the public highway on Crediton Hill. The proposal includes the extension of the existing parking area for the provision of 2 parking spaces. This would be contrary to policies T1 and T2 as the use of motor vehicles would not promote sustainable travel, nor would encourage walking or cycling.

3.4 In order to accommodate an additional parking space on site, the proposal includes removal of 14sqm of garden area to allow a total of 33sqm of parking, extending from 19sqm existing. Policy T2 stresses that parking can cause damage to the environment, and highlights that the Council would resist development of boundary treatments and gardens to provide vehicle crossovers and on-site parking. The traditional character of Camden's streets, empowered by trees, hedgerows, boundary walls and fences, would be broken if garden features are replaced by areas of paving or hard standing which can increase the volume and speed of water run-off. This adds further pressure upon drainage system and

increases the risk of flooding from surface water. It is therefore considered that the proposed scheme would be contrary to policy T2.

4. Design and heritage

- 4.1 The Council's design policies are aimed at achieving the highest standard of design in all developments. The following considerations contained within policy D1 are relevant to the application: development should consider the character, setting, context and the form and scale of host building and neighbouring ones, and the quality of materials to be used.
- 4.2 Policy D2 stresses that the Council will seek to manage development in a way that retains the distinctive character of conservation areas and will therefore only grant planning permission for development that preserves and enhances the special character or appearance of the area. It is added that the character of conservation areas derive from the combination of a number of factors, including scale, density, pattern of development, landscape, topography, open space, materials, architectural detailing and uses. Policy D2 highlights that the Council will preserve trees and garden spaces which contribute to the character and appearance of a conservation area.
- 4.3 The design of front gardens and forecourt parking areas make a large impact to the character and attractiveness of an area and in particular the streetscene. CPG 1 states that the design of front gardens should retain or reintroduce original surface materials and boundary features, especially in conservation areas, such as walls, railings and hedges where they have been removed, retain trees and vegetation which contribute to the character of the site and surrounding area. Furthermore, the West End Green Conservation Area Appraisal highlights that "private front gardens add colour and biodiversity to the residential streetscene [...] The loss of any of these gardens through forecourt parking, hard-standing and neglect severely erodes the character of the streets."
- 4.4 Part of the front garden of the application site proposed to be lost for the benefit of the parking space, sits in a prominent position when Crediton Hill is accessed from Lymington Road and Fawley Road, considered to have an amenity contribution to the streetscene and wider conservation area. It is acknowledged that the property benefits from a large front garden, however the proposed reduction would further erode this asset. The partial removal of the front boundary wall would detract from the character of the building and its setting.
- 4.5 The proposal includes replacing the existing concrete on the driveway and surfacing the extended area with permeable resin bound surface. The loss of garden space and its replacement with a permeable surface would not be considered appropriate in this instance as it detracts from the green character and appearance of the host building and the streetscene.
- 4.6 The area the application site lies in is preponderantly underlined by clay soil and therefore the soil beneath the resin bound surface would be relatively impermeable. As such, the proposed permeable paving would need to be accompanied by measures to attenuate the storm water flow prior to releasing it back into the drainage system. It is noted that the proposal retains an ACO drain however, this would not be considered appropriate as it still release the water into the drainage system.

Boundary alterations

- 4.7 The street is characterised by low brick fences to front and side in between the plots, with hedges and vegetation above and surrounding. The proposal includes alterations to the boundary treatments to front and side of the plot. In order to provide the additional parking space, the proposal includes removal of the 2.9m of the front brick boundary wall. West End Green Conservation Area Statement highlights that paths and boundary "walls/hedges and other details characteristic of the street should be reinstated" in order to maintain the

special character of the area.

- 4.8 The north site boundary with no. 24 Crediton Hill to front elevation is a timber fence with trellis on top. The documentation provided shows the timber fence of 1.1m with the trellis of 0.9m with a total of 2m. At the site visit, officers found that the existing timber fence has a height which is substantially lower than that shown on the submitted drawings. It is noted that there are no records of previous planning permission for the existing side boundary fence, however it appears to be in existence for more than four years, being lawful on balance by the passage of time.
- 4.9 The proposed timber fence to replace the existing would have a height of 1.45m with 0.45m trellis on top. It is noted that along the street, the separation between the buildings is characterised by low brick walls and hedges. CPG1 indicates that in relation to boundary treatments the Council would expect that new proposals would make a positive contribution to the appearance and character of the side and streetscene and that the works preserve and enhance the existing qualities and context of the site and surrounding area. It is considered that the proposed north boundary replacement would result in a higher and more solid structure than existing. This would reduce the openness on side boundaries which is characteristic of this part of the conservation area.
- 4.10 On the southern side, the proposal includes replacement of existing timber fence which has a height of 1.8m and projects from the rear of the existing shed further into the rear garden, having a low visibility from the streetscene. From the information provided it is understood that this fence does not represent the site boundary with no. 20 Crediton Hill. The proposed boundary treatment would be made of timber trellis with a height of 1.8m. Due to the location of the proposed new trellis, being significantly set back from the street, and its see-through design, it would be considered to preserve the character and appearance of the host building, streetscene and wider area.

Shed replacement

- 4.11 The proposal includes replacement of the existing shed, which sits on the southern side of the plot. The shed is a low structure made of timber which sits significantly set back from the street pavement. The proposed replacement would be like for like, made of timber, with the same dimensions and in the same location as the existing structure. Due to its location, bulk, scale and detailed design it is considered that the proposed structure would preserve the character and appearance of the host building, streetscene and wider area.

5. Amenity

- 5.1 Policy A1 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered. Policy A1 point c. states that the Council will resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network. Furthermore, Policy A1 paragraph 6.10 states that highway safety, with a focus on vulnerable road users should also be considered, including provision of adequate sightlines for vehicles leaving the site, and that development should also address the needs of vulnerable or disabled road users.
- 5.2 It is acknowledged that the proposed additional parking space as well as removal of front boundary brick wall and replacement of north side front boundary fence would have some harmful effect over the amenity of the neighbouring occupiers, however they are not considered substantial in this instance.

6. Recommendation

- 6.1 Refuse planning permission.

