

1 Lyndhurst Road, London NW3 5PX

# Planning, Design & Access and Heritage Statement

For Ryla Limited

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**DOYLE**  
TOWN PLANNING + URBAN DESIGN

# Contents

1	Introduction and context .....	3
	Introduction .....	3
	Drawings and Plans .....	3
	Supporting Documents and Statements .....	3
	Surrounding area.....	4
	Application property .....	4
	Proposal .....	4
	Main planning issues.....	4
	Planning History .....	4
	Planning policy .....	5
	Core strategy .....	6
	Development policies.....	6
2	Heritage .....	7
	Policy .....	7
	Area development.....	7
	Historic mapping .....	8
	Application property .....	8
	Nearby listed buildings.....	9
3	Main planning issues.....	10
	Main planning issues .....	10
	The effect of the development on the character and appearance of the conservation area.....	10
	The effect of the proposal on on-street car parking. ....	11
4	Summary and conclusions .....	12
	Appendix 1 – Photograph .....	13

# 1 Introduction and context

## Introduction

- 1.1 Please find attached materials to support a full planning application for the proposed creation of a front forecourt parking space at No 1 Lyndhurst Road ('the application property'). This statement comprises the planning statement; the design and access statement (DAS); and a short heritage statement.

## Drawings and Plans

- 1.2 Please find enclosed the following submitted documents, plans and drawings:

### Existing and proposed plans

Drawing Title	Reference	Scale
Location Plan		1:250@A3
Existing Site Plan and Section	1.1A	1:100@A3
Existing Street Elevation	1.2A	1:100@A3
Existing Front Elevation	1.3A	1:100@A3
Proposed Site Plan and Section	1.4A	1:100@A3
Proposed Street Elevation	1.5A	1:100@A3
Proposed Front Elevation	1.6A	1:100@A3
Proposed Front Wall and Gates	1.7A	1:10@A3
Proposal in Context	1.8A	1:200@A3

- 1.3 The submission materials are largely self-explanatory, but a basic assessment of the site and the proposals is given under the numbered headings below.

## Supporting Documents and Statements

- Application Form
- CIL Form.
- Planning, Design and Access and Heritage Statement. Doyle Town Planning and Urban Design, March 2017 (this document).
- Transport Statement and Parking Survey, Paul Mew Associates. January 2019

## Surrounding area

- 1.4 Lyndhurst Road is a wide, tree-lined avenue with substantial detached and semi-detached mid to late Victorian and Edwardian villas on either side. The application property is situated at the western end near to the junction with Lyndhurst Terrace.

## Application property

- 1.5 The application property is a three-storey semi-detached villa with raised ground floor and semi-basement. The property divided into flats. The front and rear garden relates solely to the ground and lower ground floor flat.
- 1.6 The application property forms the western end of a row of six semi-detached villas that are similar in form and character. The application property is paired with No.2 Lyndhurst Road.
- 1.7 The property lies within the Fitzjohns/Netherhall Conservation Area and is described as positively contributing to the character of the conservation area. A fuller assessment of the host building is given in the following heritage chapter of this statement.
- 1.8 The plot is typically 11.5m wide and 39m deep and extends to some 450 sq.m/0.045 Ha. (0.11 acres).
- 1.9 The land rises from front to rear. The front ground floor level is raised above street level to the front and meets garden level to the rear. The semi-basement level is close to garden level to the front and partly set within a light well to the side and rear.
- 1.10 There is no vehicular access at present, although historic ordnance survey plans indicate an 'in and out' horse drawn carriage entrance that was once shared with No. 2 - a historic characteristic of the area.
- 1.11 The front garden area is partly hard paved and partly laid to lawn with perimeter planting.

## Proposal

- 1.12 The proposed comprises an off-street parking space and crossover and associated alterations to front boundary wall.

## Main planning issues

- 1.13 The main planning issues are whether the proposal would preserve or enhance the character or appearance of the Fitzjohns/Netherhall Conservation Area (CA) and the effect of the proposal upon on-street car parking.

## Planning History

### Application property

- 1.14 A tree works application was granted (Ref. 2007/2380/T) to fell a rear garden ash in 2015.
- 1.15 Permission was granted (Ref. 2017/1822P) for excavation work to the side and rear to create a lower ground floor side extension with green roof and lower ground floor rear extension below the existing conservatory, replacement of the existing ground floor rear conservatory and rear lightwell extension with new staircase access to the rear garden, installation of French doors to the rear and opaque-glazed bathroom window to the side at lower ground floor level.

- 1.16 No objection was raised to proposed tree works (Ref. 2016/7057/T) for various workings including : Various seeded saplings - Fell to Ground. Prunus - remove deadwood, Bay - Reduce height and lateral spread by 1-1.5m. SIDE PASSAGE: Yew - Fell to ground. Holly - Fell to ground. REAR GARDEN: Silver Birch - remove deadwood and lift to 5 m from ground level. Eucalyptus - Fell to ground.
- 1.17 No objection was raised to proposed emergency tree works (Ref. 2018/1978/T) to fell a front garden magnolia tree.

## No. 2 Lyndhurst Road

- 1.18 The planning history for No.2 Lyndhurst Road (the matching pair) is relevant to this application.
- 1.19 Application 2006/4001/P was **granted** in November 2006 for alterations and extensions to the dwellinghouse including infilling valley roof, erection of rear dormer window to provide additional habitable accommodation within loftspace, excavation works to create enlarged lower ground floor level (wine store) and lower ground floor level terrace to rear, installation of new front steps and alterations to front boundary treatment, side and rear fenestration.
- 1.20 Application 2006/5384/P was **granted** in January 2007 for excavation works to provide a basement extension below the front forecourt and associated soft and hard landscaping to the front forecourt area to the single dwellinghouse.
- 1.21 Application 2007/2925/P was **granted** in September 2007 for excavation below the rear garden to provide additional accommodation to the single dwellinghouse as a revision to the planning permission granted 03/11/06 (Ref: 2006/4001/P) for alterations and extensions to the dwellinghouse including infilling valley roof, erection of rear dormer window to provide additional habitable accommodation within loftspace, excavation works to create enlarged lower ground floor level (wine store) and lower ground floor level terrace to rear, installation of new front steps and alterations to front boundary treatment, side and rear fenestration.

## Planning policy

### National Planning Policy Framework

- 1.22 The Government in March 2012 published the National Planning Policy Framework (NPPF). It forms a material consideration in determining planning applications. It notes a “presumption in favour of sustainable development” and clarifies that for applications this means: “*Approving development proposals that accord with the development plan without delay...*” (para. 14).
- 1.23 The core planning principles identify that planning should: Deliver homes; seek high quality design and a good standard of amenity; support the transition to a low carbon future; encourage effective use of land and; encourage use of sustainable transport modes.

### Development Plan

- 1.24 The Development Plan is the London Borough of Camden Local Development Framework and the London Plan.

### London Plan

- 1.25 The London Plan, the Mayor’s Spatial Development Strategy for Greater London, was adopted on 22 July 2011. It provides a strategic framework for the formulation of Local Development Frameworks. Various revised minor alterations have been published, most recently in 2015.
- 1.26 The key relevant policies in the London Plan are referred to where relevant in following chapters.

## Local Plan

- 1.27 The following core strategy and development policies relate to this proposal and are referred to later in this statement.

### *Core strategy*

- CS5 - Managing the impact of growth and development
- CS11 - Promoting sustainable and efficient travel
- CS14 Promoting high quality places and conserving our heritage.

### *Development policies*

- DP19 - Managing the impact of parking
- DP21- Development connecting to the highway network
- DP24 - Securing High Quality Design
- DP25- Conserving Camden's Heritage

### *CPG1 Design*

- 1.28 Core Strategy guidance CPG1 confirms that Conservation area statements, appraisals and management plans should be used to guide the design of development in conservation areas and taken into account when assessing planning applications.
- 1.29 This guidance includes specific advice on design excellence, heritage, and extensions, alterations.

### *Conservation area*

- 1.30 The Fitzjohns/Netherhall Conservation Area statement was published in 2001.

## 2 Heritage

- 2.1 As noted above, the application property is located within the Fitzjohns/Netherhall Conservation Area and the property is considered to make a positive contribution to the conservation area.

### Policy

- 2.2 Core Strategy guidance CPG1 confirms that Conservation area statements, appraisals and management plans should be used to guide the design of development in conservation areas and taken into account when assessing planning applications.
- 2.3 This guidance includes specific advice on design excellence, heritage, and extensions, alterations.
- 2.4 The Development Plan requires development of the highest standard of design that respects local context and character and preserves and enhances heritage assets, including conservation areas (CS14 Promoting high quality places and conserving our heritage). All development should consider character and setting, the quality of materials, the provision of visually interesting frontages at street level and the provision of appropriate hard and soft landscaping, including boundary treatments (DP24 Securing high quality design).
- 2.5 All development should consider character and setting, the quality of materials, the provision of visually interesting frontages at street level and the provision of appropriate hard and soft landscaping, including boundary treatments (DP24 - Securing High Quality Design).
- 2.6 CPG1-Design states that alterations should always take into account the character and design of the property and its surroundings.
- 2.7 Development Plan Policy DP25- Conserving Camden's Heritage states that the Council will take account of conservation area statements when assessing applications within conservation areas and only permit development within conservation areas that preserves and enhances the character and appearance of the area.
- 2.8 Core Strategy Policy CPG1 confirms that Conservation area statements, appraisals and management plans should be used to guide the design of development in conservation areas and taken into account when assessing planning applications.
- 2.9 The Fitzjohns/Netherhall Conservation Area statement (2001) contains design guidelines on extensions and alterations to properties in the conservation area.

### Area development

- 2.10 Henry Davidson, a City merchant<sup>1</sup> purchased Rosslyn House and its sub-estate in the 1820s. Davidson (or possibly his son, also Henry Davidson) began to develop parts of the Rosslyn House estate from 1855 after securing a building lease.<sup>2</sup> Development at first commenced on the outer edges of the estate, including the north side of Lyndford Road. The south side, within the main estate boundary, was constructed later.

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<sup>1</sup> Hampstead; Building a Borough, 1650-1964 Francis Michael Longstreth Thompson Routledge & Kegan Paul, 1974.

<sup>2</sup> Middle Class Housing in Britain. M A Simpson, Terrence Henry Lloyd, 1977.

- 2.11 Rosslyn House is named after a former owner, Alexander Wedderburn, first Earl of Rosslyn and Lord High Chancellor of Great Britain. The new roads developed on the estate were named after Lord Chancellors including Thurlow Road (Edward Thurlow, 1st Baron Thurlow, 1731 –1806), Eldon Road (John Scott, 1st Earl of Eldon 1751 –1838) and Lyndhurst Road, named after a Liberal Lord Chancellor, Baron Lyndhurst (1772-1863).
- 2.12 Born John Copley<sup>3</sup>, Lord Lyndhurst was a champion of Jewish and Catholic Emancipation and women's rights in cases of divorce. He was known as 'Champion of the Jews' and 'Emancipator of the Jews' having brought forward, among a series of measures, a bill to repeal or alter the 'Abjuration Oath', which effectively barred Jews from becoming members of parliament.
- 2.13 There is no evidence of any direct connection between Lord Lyndhurst, Lyndhurst Road, or the application property.

## Historic mapping

- 2.14 The development of the area is described in Historic Ordnance Survey maps from 1871 through to 1916.
- 2.15 The maps of 1871-79 indicates that Lyndhurst Road was originally truncated at its western end and turned into Windsor Terrace (now Lyndhurst Terrace) with semi-detached villas at the western of Lyndhurst Road that were presumably later demolished, in order to extend Lyndhurst Road through to Fitzjohns Avenue.
- 2.16 Development proceeded first on the north side of the street and outside the main Rosslyn Hill Grounds with No.2 Windsor Terrace and Nos. 1 & 2, 3 & 4 and 5 & 6 Lyndhurst Road shown, but with no further development to the east.
- 2.17 The plan of 1871 shows 'in and out' carriage entrances serving both Nos. 1 and 2 (But not 3 and 4) whilst Nos. 5 & 6 appear to be under construction with little external detail shown.
- 2.18 The plan of 1892 continues to show development only on the northern side of Lyndhurst Road, facing the boundary of the Rosslyn House estate to the south. Windsor, Thurlow and Eldon Road can be clearly read as a coherent estate developments of detached and demi detached dwellings.
- 2.19 The plan of 1916 shows the south side of Lyndhurst Road largely developed, highlighting the two sides of the street were developed in two distinct episodes.

## Application property

- 2.20 The application property forms one half of a matching pair in a group of six semi-detached villas. The Victorian County History<sup>4</sup> confirms that Nos. 1 and 2, 3 and 4 and 5 and 6 Lyndhurst Road are some of the earliest houses in the street (c. 1862) and that they were built as a group.
- 2.21 There is no evidence that the application property was constructed by a noted Architect or built or occupied by notable persons of national significance. Whilst this limits their overall historic importance; the group nevertheless represents an important early phase of inner suburban villa development in Hampstead.
- 2.22 Historic maps from 1871-79 onwards show an original vehicle entrance linking Nos. 1 and 2 Lyndhurst Road ('in and out' carriage entrances).

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<sup>3</sup> The Lives of the Lord Chancellors and Keepers of the Great Seal of England. Mrs Hardcastle.

<sup>4</sup> Pages 51-60 *A History of the County of Middlesex: Volume 9, Hampstead, Paddington*. Originally published by Victoria County History, London, 1989.



- 2.23 The status of the building as a 'positive contributor' is set at an appropriate level in light of its architectural merit and historic interest.

### **Nearby listed buildings**

- 2.24 There is a nearby listed building group at the junction of Lyndhurst Road with Lyndhurst Gardens: Nos.1 and 3 Lyndhurst Terrace by Architects John Burlison (aided by Alfred Bell of Clayton and Bell) is Listed Grade II\*.
- 2.25 No. 1 and 3 do not form the immediate setting of the application property, which was constructed at a later date.

# 3

## Main planning issues

### Main planning issues

- 3.1 The main planning issues are whether the proposal would preserve or enhance the character or appearance of the Fitzjohns/Netherhall Conservation Area (CA) and the effect of the proposal on on-street car parking.

### The effect of the development on the character and appearance of the conservation area

- 3.2 Nos. 1 and 2 Lyndhurst Road form a semi detached pair. They are near identical except that the front garden and boundary of No. 2 has been remodeled in order to form a vehicular access and forecourt parking. The proposals for No.1 are similar, but less extensive than for No.2.
- 3.3 The use of bricks in the construction of front boundary walls provides a consistent theme along the street; however they exhibit a range of heights, brick types, decorative detailing and railings. The form of the wall to Nos. 1 and 2 is consistent with a red brick plinth course and multi-stock brick wall with half round red brick coping and metal railings above.
- 3.4 The proposed vehicle access would break the continuity of the front wall across the site. However this would also then create a balance appearance with the existing gates and vehicular entrance to No. 2.
- 3.5 Many properties in this part of Lyndhurst Road have vehicle accesses to front garden parking areas. Parked vehicles on the forecourts of dwellings are an established part of its character and in this context the access and parking space would not appear out of place.
- 3.6 The existing pedestrian gate to No. 1 is off-set from the main entrance steps and front door. The proposals will bring the gate into alignment with the entrance steps and door, complementing the host and matching the arrangement for No.4.
- 3.7 The front garden of No. 1 already contains a substantial paved area. The proposed parking space will marginally increase the paved area. This will be arranged and delineated with a clear parking area and front footpath.
- 3.8 The hard surfacing and parking area would be much less extensive than nearby properties, including No. 2.
- 3.9 The existing piers, which are plainly detailed with simple header brick coping, lack traditional details such as a modelled coping stone and plinth course. The proposed brick piers will be slightly taller and more imposing to better match the height and details of the piers to No. 2 with plinth course and moulded stone coping.
- 3.10 The proposed high quality traditional paving and planting will enhance the setting of the building and will soften and help to absorb the new parking space into the garden as a whole.

- 3.11 Policy F/N31 of the CAS (Front Gardens and Boundary Walls) indicates that alterations to front walls can dramatically affect and harm the CA. The CAS goes on to indicate that the Council will resist any further loss of walls and the conversion of front gardens into hard standings. However, in the particular context of the application site and its surroundings, the single parking space combined with the provision of appropriately detailed wall and brick piers as proposed would at least preserve the character and appearance of the CA.
- 3.12 Policies CS14, DP24 and DP25 of the Councils 2010 Local Development Framework (LDF) seek to preserve Camden's Heritage and to secure high quality design and LDF Policy DP19 seeks to ensure that new parking spaces do not harm the setting of buildings. The objectives of these policies and their supporting detailed guidance are consistent with the National Planning Policy Framework. The proposals will not harm the setting of the hoist building. Rebalancing the appearance of Nos. 2 and 4 will enhance their combined setting, and the proposals will therefore preserve and enhance the conservation as a whole

### **The effect of the proposal on on-street car parking.**

- 3.13 The proposal will see the creation of an off-street parking space with associated crossover. The crossover will result in the loss of 8.2 meters of resident on street parking and reduce the overall on street capacity by two spaces.
- 3.14 The submitted transport assessment and parking survey indicates that within a radius of about 200m of the appeal site the overall average overnight parking stress is 50%.
- 3.15 The survey measures the usage of spaces within a defined area and represents a reasonable observed assessment of the parking stress in the locality.
- 3.16 The survey data indicates that the loss of two residents' parking space would have a marginal effect on local parking stress, but that this would remain well below the level considered to be "problematic" (90%).
- 3.17 Whilst an on-street parking space provides greater flexibility for car parking it is also important to note that it is very likely that the occupiers of the ground floor flat would own at least one car. In the absence of the proposed space this would be parked in the street and therefore when considering the overall effect of the proposal the presence of the off-street space cannot be totally ignored.
- 3.18 The results of the parking surveys demonstrate that the uptake of kerb-side parking in proximity to the application site is not at a level where parking stress is problematic. It is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking. The development proposals will therefore have a minimal and insignificant impact on the adjoining highway in terms of parking capacity, road safety, and neighbouring amenity.
- 3.19 The minimal reduction of two on-street parking spaces is being off-set by the inclusion of one new parking space off-street. This will likely fall within nightly fluctuations on the surrounding highway and will therefore likely go unnoticed.
- 3.20 The proposal would not result in an unacceptable increase in the demand for on-street car parking and in this respect it would not conflict with Policy DP19 of the Camden Development Policies or CS11 of the Core Strategy within the LDF.

## 4 Summary and conclusions

- 4.1 The proposals will not harm the character and appearance of the host building or the wider conservation area.
- 4.2 The reinstatement of traditional brick gate piers will enhance the conservation area.
- 4.3 Historic map evidence confirms that the two properties were originally constructed with a shared 'in and out' carriage entrance with matching gates. The proposals partly reinstate this arrangement.
- 4.4 The creation of a more balanced appearance with the neighbouring semi-detached property will enhance the conservation area.
- 4.5 The proposal would not result in an unacceptable increase in the demand for on-street car parking and in this respect it would not conflict with Policy DP19 of the Camden Development Policies or CS11 of the Core Strategy within the LDF.

## Appendix 1 – Photograph



Figure 1 Front elevation



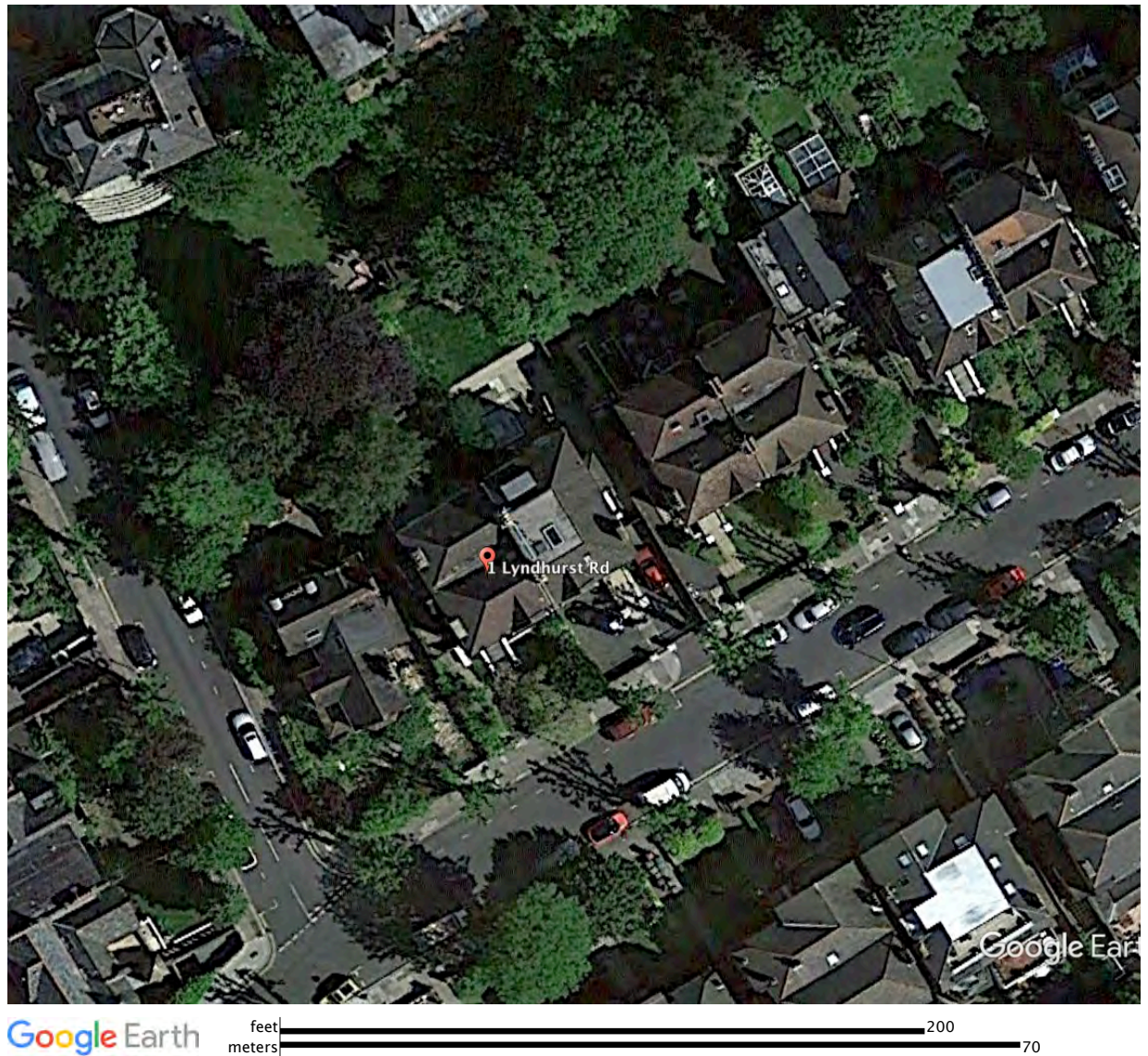


Figure 2 Aerial view



Figure 3 Street frontage