

NO. 6 LAWN ROAD, LONDON BOROUGH OF CAMDEN, NW3 2XS

DESIGN AND ACCESS STATEMENT

The proposals comprise the creation of a new crossover, together with the removal of a portion of the boundary wall and installation of new gates to provide vehicular parking within the demise of the property.

The application includes the following documents and drawings:

SHARD ARCHITECTURE: DESIGN AND ACCESS STATEMENT
SHARD ARCHITECTURE: EXISTING DRAWINGS
SHARD ARCHITECTURE: PROPOSED DRAWINGS
TURLEY HERITAGE: HERITAGE STATEMENT
MOTION: TECHNICAL NOTE: PARKING IMPLICATIONS

The proposals involve minor alterations to the existing boundary treatment at No.6 Lawn Road. The proposed gated boundary treatment responds to the existing and positive elements of the conservation area's character and appearance and are of an appropriate scale, form, materiality and visual permeability.

Although cross-over parking is considered in the Parkhill and Upper Park Conservation Area Appraisal and Management Strategy to detract from the character and appearance of the conservation area, the existence of driveways does not affect the relative significance of the area as a whole. Proposals, such as this, will maintain the legibility and character of existing boundary treatments, the significance of the conservation area will be sustained.

New hardstanding within the front garden of the property will not be required as there is an existing area of stone paving which is more than sufficient in size.

The existing landscaping to the south of the front garden will be maintained, and planting to the boundary with No.7 will be revised and reinforced.

The proposal comprises the creation of an off-street parking space with a new crossover onto Lawn Road, which accords with relevant Croydon crossover guidance. The creation of the crossover will not impact on parking capacity with the existing bay (adjacent to the proposed crossover) of 12m marginally reduced to 10m, with no net loss of car spaces. There is also the potential to reduce current parking demand on-street by relocating the existing car associated with 6 Lawn Road off-street.

The results of a parking beat survey identify that parking demand reaches 81%, which is below the 85% level where parking stress becomes unacceptable. The proposal is not considered to result in any unacceptable impact.

A pre-planning application enquiry was submitted on 27 February 2019.

Camden issued their report on 02 April 2019, following a site visit.

The main body of their text is included below in *blue italics* with our specific comments in *black italics*.

Transport

Policy T1 of the Camden Local Plan 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.

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. The policy also states that development of boundary treatments and gardens to provide vehicle crossovers and on-site parking will be resisted.

The site is located in the Belsize (CA-B) controlled parking zone (CPZ). The CPZ operates on Monday to Friday between 09:00 and 18:30 hours and on Saturday between 09:30 and 13:30 hours. Parking bays are located on Lawn Road directly adjacent to the property, including a residents parking bay located immediately outside the property.

The proposed vehicle crossover would result in the loss of at least one on-street resident parking space from the parking bay in front of the property. This loss would lead to a reduction in the number of spaces available for residents in the adjacent houses and the surrounding area, to the sole benefit of the occupants of the application site. The proposed on-site parking space is not deemed to be essential, and as such, the proposal and loss of the boundary treatment is contrary to policy T2.

The proposal results in the reduction in length of an existing parking bay of 12m in length (2 cars) by 2m, leaving a bay of 10m in length (also 2 cars). There would therefore be no net loss of car spaces.

The resident is a disabled driver and it is essential for them to park within close proximity of the house.

Furthermore, the introduction of the crossover would lead to disruption to the pedestrian movement along the adjacent pavement, and the provision of off-street parking would create a greater reliance on travel by private car which is not considered to promote walking or cycling in relation to the Council's road user hierarchy. The proposal is therefore contrary to policies T1 and T2 of the Camden Local Plan 2017.

The existing crossover to no. 7 is being extended; there is minimal increase to disruption to the pedestrian movement along the adjacent pavement.

The resident is a disabled driver and walking or cycling is not an option.

It should also be noted that separate Highways Act approval would be required to facilitate the proposed crossover. CPG Transport states that vehicular crossovers will not be acceptable where the installation of a crossover would result in the loss of on-street parking provision. The proposed loss of one on-street parking space within the CPZ would add to on-street parking demand. As such, any application for a crossover under the Highways Act would be refused as the proposal would not meet the Council's requirements with regards to the loss of on-street parking. Therefore, the planning position is consistent with the Council acting in its capacity as Highway Authority.

There is no net loss of on-street parking.

Design

The Council's design policies are aimed at achieving the highest standard of design in all developments. Policy D1 aims to ensure the highest design standards for developments and states that the Council will require all developments to consider the character, setting, context and the form and scale of neighbouring buildings; the quality of materials to be used; and the character and proportions of the existing building. Policy D2 additionally states that the Council will only permit development within conservation areas that preserves or enhances the character and appearance of the area and will preserve garden spaces which contribute to the character and appearance of a conservation area. Policy D2 also advises that in order to maintain the character of Camden's conservation areas, the Council will take account of conservation area statements, appraisals and management strategies when assessing application within conservation areas.

Guidance contained within CPG Altering and extending your home states that the design of front gardens and forecourt parking areas make a large impact on the character and attractiveness of an area and, in particular, the street-scene. 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.

Section 6 of the Parkhill and Upper Park Conservation Area Appraisal and Management Strategy identifies that crossover parking has replaced many front gardens, and that this detracts from the character and appearance of the conservation area. It notes that existing/original architectural features and detailing characteristic of the conservation area should be retained and protected and states that the removal of boundary walls and gardens for parking will be resisted. It goes on to highlight that the reinstatement of front gardens and typical boundaries e.g. hedges and walls, is encouraged where crossover parking has been implemented in the past, as this is an important way of enhancing the streetscape and incrementally improving the quality of the area.

The installation of a cross-over to the front of the property would preserve the future possibility of developing the front garden to re-introduce soft landscaping. The existing landscaping to the south of the front garden will be maintained, and planting to the boundary with No.7 will be revised and reinforced. Overall, the proposed scheme does not see any greater reduction of the existing soft landscaping, which is a key characteristic of this part of the conservation area. As such, this element of the proposals will sustain the existing contribution of the established front forecourt and landscaping to the significance of the conservation area. The existing boundary treatment shows signs of alteration with atypical (albeit traditional) decorative metal railings, and where the Site does not have brick piers to the pedestrian entrance gate. The proposed iron driveway gates would reference the existing fencing in materiality and design and the existing and more historic boundary treatment to No.7 Lawn Road; the existing height of the boundary treatment would be maintained. Metal fencing is also proposed to be installed over the existing boundary wall to No.7, to reinforce this boundary. The style of this fencing will match that to the front of the property in style and height. This ensures that the proposed gates and fencing will be in keeping with the traditional architectural character of the street, and also the conservation area more widely.

As set out in the *Altering and Extending Your Home* guidance document 12, 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. The proposed extent of demolition is very limited, and the introduction of metal gates to match the design of the railings will ensure that the legibility and definition of the historic boundary treatment is retained.

The proposed design would also maintain the existing permeable nature of the boundary treatment, ensuring that the visibility of No.6 is preserved from within the street-scene. This will sustain the legibility of the historic domestic character of the property as a large, semi-detached pair with No.5, set within a garden plot, which makes a key contribution to the character and appearance of this character zone and the conservation area more widely. In short, the spatial characteristics of the Site, and the role of the property as an integral part of the residential street will also be preserved; thereby sustaining the significance of the conservation area.

The proposed new driveway would be located to the north of the front boundary of the site, directly in front of the entrance to No. 6A Lawn Road. This area is currently paved hardstanding; however, there is also an area of planting adjacent to the boundary wall with No. 7 Lawn Road. This planting area has not been included on the existing and proposed floor plans submitted, and so it is unclear whether this area would need to be removed in order to meet the minimum required dimensions of 2.4m in width and 4.8m in depth for the proposed new on-site car parking space. The existing front boundary of the site has retained a traditional low brick wall with black painted metal railings above and matching pedestrian gate, with planting behind to the southern end of the site. A climbing rose bush extends across the front boundary treatment to the northern side boundary wall with No. 7 Lawn Road.

The existing stone paving will be retained and is more than sufficient to meet the minimum space standards; an additional planting zone will be included to the boundary with no. 7 in order to allow climbing plants along this previously hard wall.

Whilst there are a number of existing front driveways along Lawn Road, including to the adjacent neighbouring properties Nos. 5 and 7, these are all either historic or were approved and implemented prior to the adoption of Camden's current planning policies.

The proposed removal of the existing low boundary wall and railings and replacement with high metal gates would result in the removal of the traditional boundary treatment, contrary to the above guidance. Furthermore, whilst the northern part of the existing front garden is paved hardstanding, the potential to redevelop the garden to re-introduce soft landscaping still exists. The installation of a driveway to the front of the property would remove the possibility of developing the front garden, and would neither preserve nor enhance the character and appearance of the host building, the surrounding streetscape and the Parkhill and Upper Park Conservation Area, contrary to policies D1 and D2 of the Camden Local Plan.

As comments above: The installation of a driveway maintains the existing paving and therefore there is no loss in the potential to re-introduce soft landscaping if desired. The proposed iron driveway gates would reference the existing fencing in materiality and design and the existing and more historic boundary treatment to No.7 Lawn Road; the existing height of the boundary treatment would be maintained. Metal fencing is also proposed to be installed over the existing boundary wall to No.7, to reinforce this boundary. The style of this fencing will match that to the front of the property in style and height. This ensures that the proposed gates and fencing will be in keeping with the traditional architectural character of the street, and also the conservation area more widely.

Neighbour amenity

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.

Policy A1 paragraph 6.9 also states that any development or works affecting the highway will be expected to avoid disruption to the highway network, particularly emergency vehicle routes and avoid creating a shortfall to existing on-street parking conditions or amendments to Controlled Parking Zones. As highlighted in the Transport section above, the proposal would lead to the loss of at least one on-street parking space within a CPZ, contrary to Policy A1.

Carefully designed hard and soft landscaping has been proposed which will enhance the existing paved area. Existing bins have been re-located into a screened and landscaped area. The proposal does not lead to any net loss of car parking spaces.

To conclude, these carefully researched proposals to create a parking bay for a disabled user within the demise of their house have been designed to complement the character of the street-scene and Conservation Area more widely. The design creates additional soft-landscaping and screens the existing bins from the street.

The proposed crossover will not reduce the number of car spaces available in the adjacent parking bay. The results of a parking beat survey identify that parking demand reaches 81%, which is below the 85% level where parking stress becomes unacceptable. The proposal is not considered to result in any unacceptable impact.