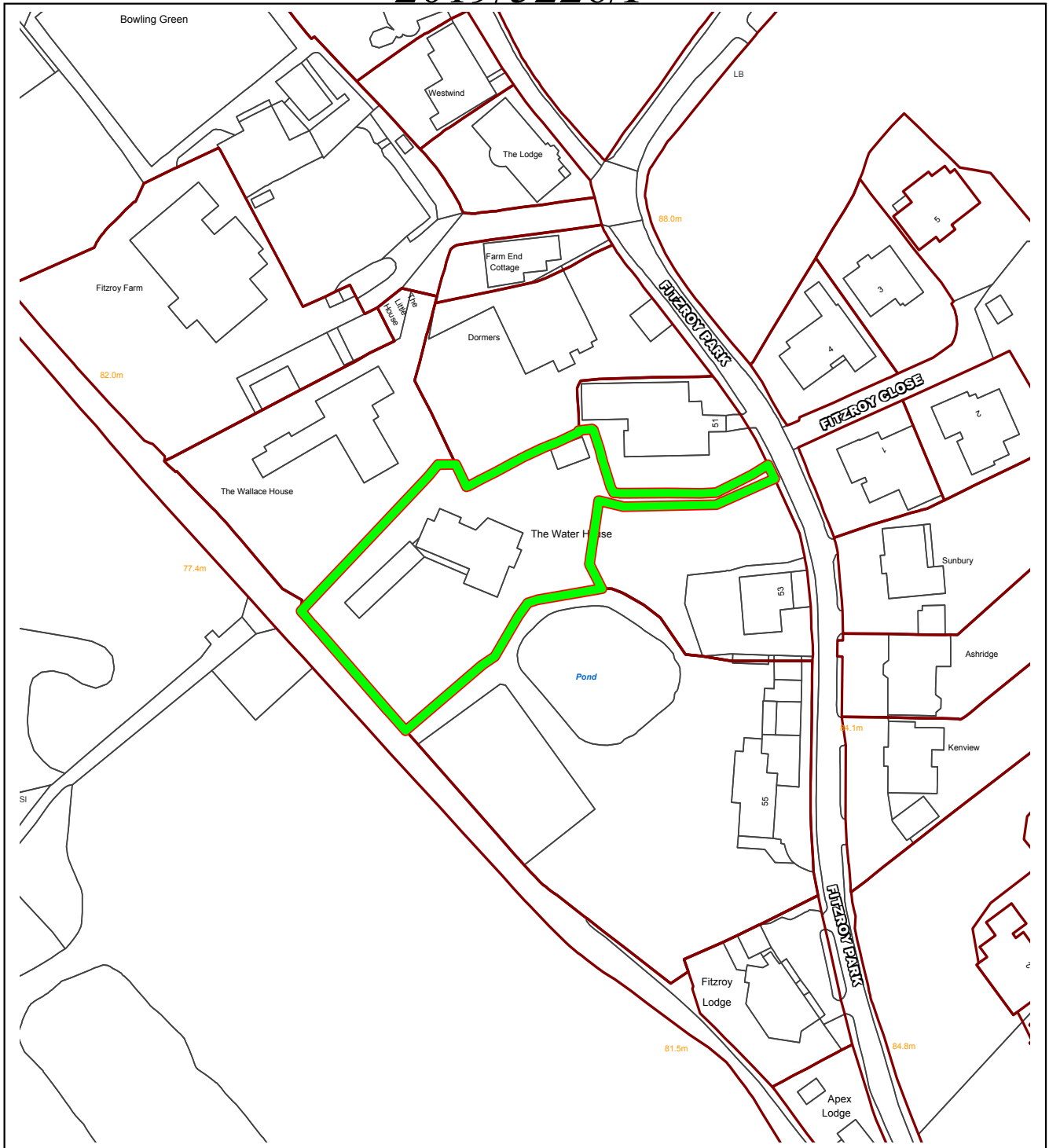


The Water House, Millfield Lane

2019/5226/P



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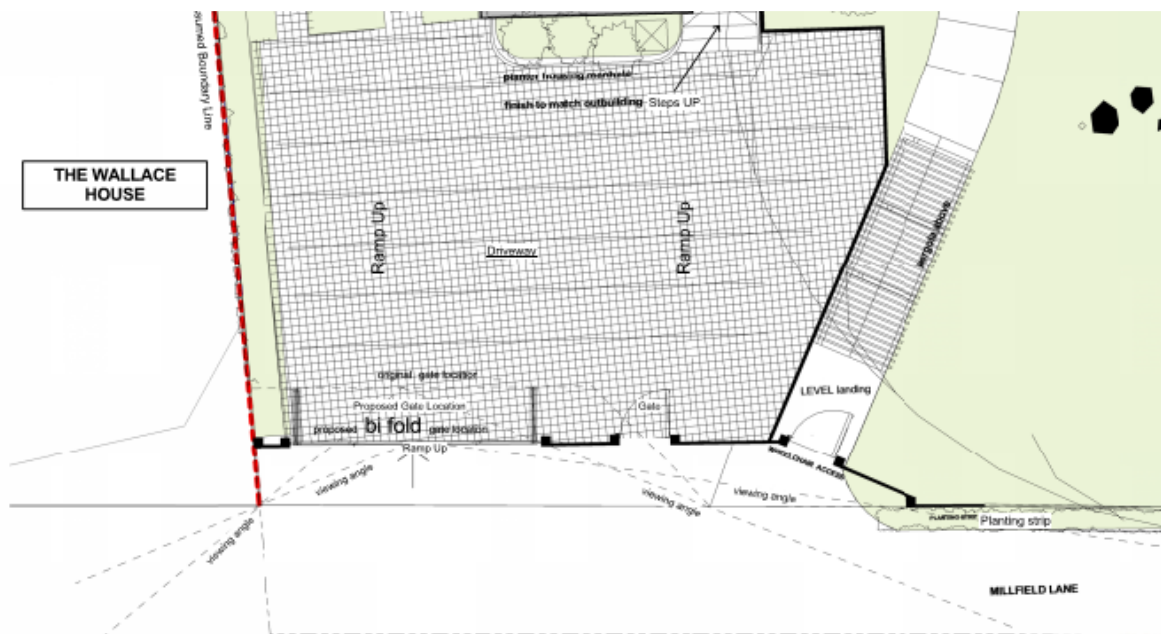
1. Millfield Lane looking north with temporary construction entrance gates



2. Previous entrance gates with setback



3. Existing entrance



4. Proposed entrance

Delegated Report		Analysis sheet	Expiry Date:	09/12/2019
(Members Briefing)		N/A / attached	Consultation Expiry Date:	28/11/2019
Officer			Application Number(s)	
Charles Thuaire			2019/5226/P	
Application Address			Drawing Numbers	
The Water House Millfield Lane London N6 6HQ			See decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Alterations to the vehicular and pedestrian entrance gates on Millfield Lane				
Recommendation(s):	Grant planning permission			
Application Type:	Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	05	No. of objections	05
Summary of consultation responses:	<p>Site notice displayed 31/10/2019 to 24/11/2019 Press advert published 04/11/2019 to 28/11/2019</p> <p><u>5 residents or users of Ladies Pond and Lane</u> object- New gate flush with fence without any recess, as with existing one, removes sightlines and creates less visibility for exiting cars; more risk to pedestrians and cyclists in well-used lane; less visibility means risk to lane users in dark and muddy conditions; no turning circle for failed deliveries- vehicles will need to use pond entrance layby or reverse down lane, as they do currently sometimes when the house forecourt is blocked; obstruction by vehicles parked or waiting outside gates; increased traffic as a result of new house, needs to be regulated and limited for public safety; no marshalling of increased traffic after construction works finish; unlit, unmarked, unsigned, slippery road is dangerous which needs to be addressed by City of London and applicant; no right of way beyond entrance to Wallace House and Ladies pond entrance.</p> <p><u>Officer comment-</u> <i>See section 3 on transport below</i></p>					
CAAC/Local groups* comments: *Please Specify	<p><u>Kenwood Ladies Pond Association</u> object- Their transport consultants (WSP) advise- recommended best practice pedestrian inter-visibility splays (ie. visibility between pedestrians and vehicles at a vehicular crossover or access) for a vehicular entrance crossing a footway or other pedestrian route would be 2 x 2m, and therefore the existing inter-visibility splay is considered substandard. Proposed amendments to the gate reduce the inter-visibility splay on the northern side from 2.4 x 1.2m to 1.15 x 0.6m which presents an increased risk to pedestrians walking along Millfield Lane. Concern that vehicles may not be able to turn within the site if cars are parked in driveway there.</p> <p>The new gates will significantly increase the risk to the many users of Millfield Lane – including pedestrians, cyclists, dog walkers and runners. The reduced inter-visibility for both lane users and the drivers of vehicles entering or leaving the Water House, together with the potential problems of turning vehicles in the available space, mean that the proposals represent real dangers to all users of Millfield Lane. Already experience problems of congestion in Lane due to building works at house and reduced numbers of marshalls. Less visibility means risk to lane users in dark and muddy conditions. No right of way beyond entrance to Wallace House and Ladies pond entrance.</p> <p><u>Officer comment-</u> <i>See section 3 on transport below</i></p>					

City of London object-

Refer to WSP report as above. 'The proposals further reduce inter-visibility and provide a much more limited distance for pedestrians approaching to be able to see a vehicle exiting the property. Additionally, there is a limited distance for a vehicle exiting the property to see and therefore avoid a conflict with a passing pedestrian. As such, the proposals in their current state present an increased risk to pedestrians walking along Millfield Lane'.

Use of reclaimed oak gates is acceptable material; request that the use of this material, or a similar comparable material, is secured by condition, to preserve character of lane.

Officer comment-

See section 3 on transport below.

A standard condition is attached to ensure the scheme is carried out in accordance with approved plans which show reclaimed oak; nevertheless use of an alternative timber similar to or matching the adjoining timber fences would be equally acceptable and again is ensured by condition.

Site Description

1. The property is a L-shaped 2 storey house with a long single storey flat roofed front wing. It was built in the 1960's and later remodelled in the 1990's. It is surrounded by high timber fences and is not readily visible from adjoining roads, with only the top of the gable and roof ridge visible above the fence on Millfield Lane.
2. The site lies between Millfield Lane and Fitzroy Park, both private roads; its access is unusual in that it is the only site in this area which has its vehicular access solely from Millfield Lane but also has pedestrian access from Fitzroy Park via a narrow footpath between nos. 51 and 53. Millfield Lane is a narrow rough surfaced trackway which is jointly owned by the City Corporation and residential frontagers. Opposite the site's vehicular entrance here is the entrance to the Kenwood Ladies Pond. The Lane and the Pond are surrounded by significant woodland and tree cover.
3. The property is located in the Highgate conservation area, is not listed nor a positive contributor to this area. The site is also designated Private Open Space (POS). Hampstead Heath lies on other side of the Lane and is also POS as well as Metropolitan Open Land (MOL).

Relevant History

2017/3692/P- 13/04/2018- planning permission granted for Erection of a single storey side extension, 2 storey front infill extension, and part single part two storey rear extension, including facade and roof alterations to main house and front wing; erection of a side extension to outbuilding in rear garden to be used as ancillary habitable accommodation; erection of pergola carport at end of driveway; and landscaping works including external ramps

Relevant policies

National Planning Policy Framework 2019

London Plan 2016

The London Plan (intended to publish) 2019

Camden Local Plan 2017

A1 Managing the impact of development

D1 Design

D2 Heritage
T3 Transport infrastructure

Highgate Neighbourhood Plan 2017

Transport TR1, 4
Development and Heritage DH2, 6

Camden Planning Guidance

CPG Design
CPG Amenity
CPG Transport

Highgate Conservation Area Appraisal and Management Strategy October 2007

Assessment

1. Proposal-

1.1 The proposal is to enlarge the front driveway and push forward the front gates and fencing fronting Millfield Lane in order to create more gently sloping levels to access the house. The scheme is part of the required adaptations to the dwelling to meet the special disability needs of the occupant who uses a wheelchair.

1.2 Currently the driveway is too steep to allow safe usage by a wheelchair: the 3.75m wide gated entrance is within a recess set back about 2.5m from the Lane, which means the driveway behind is insufficient to allow a gentle slope up to the house's entrance; in addition vehicles are unable to turn around completely within the site. The proposal will reduce this recess by 1m to a 1.5m setback and will have a new 4.75m wide entrance with similar timber gate and fencing to match the existing ones. An additional pedestrian gate at one side will allow full disabled access up a gently sloping path to the house. The enlarged driveway in both depth and width will also now allow a full turning circle within the site.

1.3 Issues to consider are design, transport and amenity.

2. Design

2.1 The new oak timber gates and fencing will be very similar to the existing and adjoining close-boarded timber ones in height, design and materials. The differences are that the new vehicular gates will be bi-fold and there will be 2 pedestrian gates instead of the current one. The realigned position of gates will still maintain a recess here, even though such a recess is not characteristic of Millfield Lane where timber fencing and entrance gates lie flush with the road edge. The altered boundary is considered appropriate in design terms and does not harm the character and appearance of the property, streetscene and conservation area nor the rural setting of the adjoining Heath and open spaces.

2.2 Special attention has been paid to the desirability of preserving or enhancing the character or appearance of the conservation area under s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act 2013.

3. Transport

3.1 As explained above, the rationale behind the scheme is to improve access for the wheelchair-bound applicant so that he can directly access the lane and heath. This is welcomed in enhancing accessibility for all. Tracking diagrams have been submitted to show a delivery van (ie. a 5.8m long

4.6 tonne light van) will now be able to turn around within the site and to access and egress the site in forward-facing direction. This is also welcomed in terms of improving accessibility for vehicles and reducing the need for vans to reverse into the Lane or block the lane with the consequent potential for safety hazards.

3.2 In response to local objections, there is no intention to increase the numbers or types of vehicles accessing the site which will remain the same as at present. The house has only been enlarged, not replaced, and will still function as a single family dwelling house with no increased intensity of usage or traffic movements. The road surface, signage and safety aspects of the lane are the responsibility of the frontagers and the City of London and is beyond the remit of this individual application. It is accepted that the existing entrance arrangement provides a large recess to allow vehicles to park off the lane (noting that this lane is private and not a public highway) in case they cannot get into the site for deliveries. However it should be noted that this recess is still insufficient to allow vans and lorries to easily turn around within the lane, which is why sometimes they make use of the recessed entrance to the Ladies Pond nearby to carry out their turning manoeuvres. Any vehicles that have to park outside the gates within the recess will now somewhat project out over the lane but it is wide enough to still allow other vehicles to pass by. Thus the new altered recess will not alter or materially worsen the current situation. The proposals provide a benefit by allowing a vehicle to turn fully on site, which is an improvement over the existing situation. Any vehicles visiting the site would now be able to come into the site, turn around and exit the site in a forward-facing direction; this will reduce the pressure for manoeuvres and obstructions on the lane and will enhance the safety of the site and the lane. Moreover the driveway will be kept free of parked cars as there is now a new parking area with carport along the side of the house.

3.3 Furthermore the sightlines from the new gate will be greater than existing due to the much wider splayed entrance (almost 13m wide instead of 9m), despite the gates being nearer to the road. Drivers exiting the gates in the reduced setback position will have a greater line of sight to pedestrians in both directions compared to the existing arrangement where the splay is less wide. The slight change in sightline on the northern edge of the entrance between existing and proposed is insignificant but not worsened. Transport officers do not consider the slight reduction to the visibility splays will have a significant impact on pedestrian or cyclist safety. The lack of a recommended 2m x 2m pedestrian visibility splay, which currently does not exist anyway, will not be detrimental to pedestrian safety, given the very low trafficked nature of the lane and the fact that pedestrians use the whole width of the lane rather than one side or other such as a normal road with 2 pavements.

3.4 Thus it is considered that the alterations will not result in any traffic causing an obstruction or safety hazard.

4. Amenity

4.1 It is considered that the alterations will not harm the amenity of neighbours in terms of light, outlook, privacy, light pollution or noise.

5. Recommendation

Grant planning permission

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 17th February 2020, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2019/5226/P
Contact: Charles Thuaire
Tel: 020 7974 5867
Date: 11 February 2020

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk
www.camden.gov.uk

Orcadian Planning
20 St Andrew Street
London
EC4A 3AG

DRAFT

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Householder Application Granted

Address:

The Water House
Millfield Lane
London
N6 6HQ

DECISION

Proposal:

Alterations to the vehicular and pedestrian entrance gates on Millfield Lane

Drawing Nos: 17007-P000B, P002D, P006D, P006A-A, P010D, P011C, P012D, P013D, P015D, P016D, P017D; 2019-3669-TR-3A

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing boundary frontage, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans- 17007-P000B, P002D, P006D, P006A-A, P010D, P011C, P012D, P013D, P015D, P016D, P017D; 2019-3669-TR-3A

Reason: For the avoidance of doubt and in the interest of proper planning.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team London Borough of Camden 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444) . Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website at <https://beta.camden.gov.uk/documents/20142/1269042/Camden+Minimum+Requirements+%281%29.pdf/bb2cd0a2-88b1-aa6d-61f9-525ca0f71319> or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2019.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

Director of Regeneration and Planning

DRAFT

DECISION