

6 LAWN ROAD, LONDON, NW3 2XS

PLANNING APPLICATION REF. 2019/6380/P

DECISION DATE: 11/03/2020

FULL STATEMENT OF CASE

09/07/2020

London Borough of Camden refused the application for the 'Creation of a new crossover; partial removal of the front boundary brick wall; installation of new iron gates and railings; and alterations to front garden landscaping including bin store screening' on the following grounds:

- 1. The proposal would result in the loss of front garden space and part of the front boundary wall, which contributes to the character and appearance of the conservation area, and as such, would be harmful to the character and appearance of the street-scene and the wider Parkhill Conservation Area, contrary to policies D1 (Design) and D2 (Heritage) of the London Borough of Camden Local Plan 2017.
- 2. The creation of an on-site parking space would promote the use of private motor vehicles and fails to encourage the use of sustainable modes of transport, as well as has the potential to lead to additional parking stress through the removal of on-street

Our Grounds for Appeal are as follows:

With regards to point 1, our heritage consultant, Turley have provided an Appeal Statement, which we include in Appendix 1 (ref. Heritage Appeal Statement, No. 6 Lawn Road, London Borough of Camden, NW3 2XS June 2020) as a part of this appeal submission, and have concluded the following:

- The garden space to No.6 Lawn Road will be preserved, where the surface materials of the front garden will be retained and there will be no reduction of the existing soft landscaping. The proposed crossover parking will not, therefore, replace the front garden to No.6 Lawn Road
- The appeal proposals seek to enforce the soft landscaping within the front garden, with proposed climbing planting to the boundary with No.7 Lawn Road
- 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, where this is ultimately a reversible change;
- The proposed gates and fencing will be in keeping with the traditional architectural character of the street, and also the conservation area more widely
- The proposed design would maintain the existing permeable nature of the boundary treatment, ensuring that the visibility of No.6 is preserved from within the street-scene
- The spatial characteristics of the Appeal 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.

This Heritage Appeal Statement concludes that the appeal scheme would preserve and enhance the character of the Parkhill and Upper Park Conservation Area, in accordance with the relevant statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990; national policy set out in the NPPF 2019 and supported by NPPG; and local policy and guidance, including the London Plan 2016 (including policy 7.8); and the London Borough of Camden's Local Plan (Policies D1 and D2).

With regards to point 2, our transport consultant, Motion have provided an Appeal letter, which we include in Appendix 2 (ref. 6 Lawn Road, Camden, London, NW3 2XS: Proposed Vehicular Crossover to Serve Existing Property 26 June 2020) as a part of this submission, and have concluded the following:

The provision of a crossover to serve one car parking space would not be at the detriment to more sustainable travel. The current occupier has the ability to park on-street at present, and so car usage is not expected to change. In any event, the site is in a highly sustainable location to both bus and underground services. The appellant is also prepared to accept a condition requiring the installation of an electric charging point on site. Alterations to the existing parking bay on-street would not alter parking capacity, and therefore there would be no additional parking stress on-street as a result of the proposal. It is considered that any planning appeal decision should recognise the above commentary and not dismiss the appeal on highways grounds.

For the reasons outlined above, we therefore respectfully request that the Inspector allow the appeal, and that planning permission is granted accordingly.

Also included within the supporting documentation of this appeal are all original documents relating to our pre-application submission, ref. 2019/1136/PRE, and the full planning application, ref. 2019/6380/P.