

APPROVED BY
PLANNING SERVICES CTTEE

ROYAL BOROUGH OF KENSINGTON & CHELSEA 23 FEB 2000

REPORT BY EXECUTIVE DIRECTOR, PLANNING &
CONSERVATION

CONSENT REF (29)

APP NO. PP/99/02372/MNW/3/
PLANNING SERVICES COMMITTEE 23/02/2000 AGENDA ITEM NO. 30

ADDRESS

20 Lansdowne Road,
Kensington, W11 3LL

APPLICATION DATED 10/11/1999

APPLICATION COMPLETE 22/11/1999

APPLICATION REVISED 20/01/2000

RECOMMENDED
ADOPTED
20/01/2000

APPLICANT/AGENT ADDRESS:

Christopher
Smallwood
Architects,
79 Lots Road,
London SW10 0RN

CONSERVATION AREA Ladbroke

CAPS

ARTICLE '4' Yes

WARD Norland

LISTED BUILDING NO

HBMC DIRECTION N/A

CONSULTED 26

OBJECTIONS 4

SUPPORT 2

PETITION 0

Applicant Mr. and Mrs. Scott,

PROPOSAL:

Erection of new front boundary wall, railings, gates and piers, alterations to front garden area, together with the formation of an off-street parking space with an associated pavement cross-over.

RBK&C Drawing No(s): PP/99/2372 and PP/99/2372/A

Applicants Drawing No(s): L2.55 and L2.54/A

RECOMMENDED DECISION:

- (1) Grant planning permission
- (2) Grant Consent under Section 184 of the Highways Act 1980 for the construction of a vehicular pavement crossover.

30

CONDITIONS/REASONS FOR THE IMPOSITION OF CONDITIONS:

1. **The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (C001)**
Reason As required by Section 91 of the Town and Country Planning Act 1990, to avoid the accumulation of unexercised Planning Permissions. (R001)
2. **The development hereby permitted shall be carried out exactly and only in accordance with the drawings and other particulars forming part of the permission and there shall be no variation therefrom without the prior written approval of the Local Planning Authority. (C068)**
Reason - The details are considered to be material to the acceptability of the proposals, and for safeguarding the amenity of the area. (R068)
3. **All work and work of making good shall be finished to match the existing original work in respect of material, colour, texture, and profile and, in the case of brickwork, facebond and pointing. (C071)**
Reason - To ensure a satisfactory standard of external appearance. (R071)
4. **The sliding gates to the parking area hereby permitted shall be kept permanently in the closed position, except to allow the ingress and egress of vehicles.**
Reason - To preserve and enhance the character and appearance of the Conservation Area. (R072)
5. **The railings and gates hereby permitted shall be of black painted metal and shall be so maintained.**
Reason - To preserve and enhance the character and appearance of the Conservation Area. (R072)
6. **The hardstanding and all areas of hard landscaping hereby permitted shall be paved in Yorkstone and shall be so maintained.**
Reason - To preserve and enhance the character and appearance of the Conservation Area. (R072)
7. **The hardstanding hereby permitted shall not be used for the parking of more than one vehicle**
Reason - To preserve and enhance the character and appearance of the Conservation Area. (R072)
8. **Full particulars of the following shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted commences and the development shall not be carried out otherwise than in accordance with the details so approved:**
 - (a) **Details of the railings and gates to the front boundary, including finials, at a scale of 1:20. (C011)**
Reason - The particulars hereby reserved are considered to be material to the

acceptability of the development, and the local planning authority wishes to ensure that the details of the development are satisfactory. (R011)

31

INFORMATIVES

1. I10
2. I11
3. I21
4. I30
5. I23
6. I.26
7. You are informed that the works involved in the relocation of the lamp column and BT box must be undertaken at the applicants expense.
8. I24

1.0 THE SITE

- 1.1 No.20 Lansdowne Road is a two/three storey (plus basement) semi-detached Victorian property, situated in the East side of Lansdowne Road, close to the junction with Lansdowne Walk.
- 1.2 The property is currently vacant and is being converted into a single family dwelling house. The previous use of the property was as four self-contained flats with an office in the basement.
- 1.3 The property is not Listed, but is within the Ladbroke Conservation Area.

2.0 DESCRIPTION OF PROPOSAL

- 2.1 The proposal is for the erection of a new front boundary wall, railings, gates and piers, alterations to the front garden area, together with the formation of an off-street parking space with an associated pavement cross-over.
- 2.2 The two existing central gate piers are to be retained, together with the existing pier at the southern end of the front boundary. A total of three new 2.2 metre high piers are proposed to match the existing, and the existing low rendered wall is to be re-built with new decorative wrought iron railings on top, giving a total height of 2 metres. A new pedestrian entrance gate is proposed to the centre of the front boundary, together with a new 2.6 metre wide and 2 metre high sliding vehicle entrance gate to the southern side.
- 2.3 The proposed parking area (for one car) will be on the southern side of the front garden area and will measure approximately 4.8 metres long and 2.5 metres wide. It will be paved with Yorkstone, and Yorkstone will also be used to renew the remainder of the paving in the front garden area. The new vehicular gate and piers to the proposed off-street parking space will take up approximately one fifth of the length of the front boundary.
- 2.4 It should be noted that planning permission is required for the demolition of the front boundary wall and the new hardstanding and hardsurfacing to the front garden area because of recent Article 4 Directions which removed permitted development rights for these alterations. The reason for these Directions was because the Council believes that certain categories of permitted development would be harmful to the character and appearance of the Ladbroke Conservation Area.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Planning permission was granted in 1997 for the reconfiguration of the roof on the side extension to accommodate a 2nd floor addition, installation of a decorative balcony and stair at rear upper ground floor level, change of use of

basement floor office (Class B1) to residential use (Class C3) and carrying out of elevational alterations in association with the formation of a single family dwelling house.

- 3.2 Planning permission was granted in 1998 for the conversion from 4 flats and an office into a single family dwelling house, construction of new front entrance steps and basement steps, erection of railings on top of existing front boundary wall, new balcony and steps to rear garden, elevational alterations to front and rear and roof alterations.

4.0 PLANNING CONSIDERATIONS

- 4.1 The main considerations in this case are the impact of the proposal on the appearance of the property and the character and appearance of the Conservation Area. Also for consideration is the effect of the proposal on existing on-street residents' parking provision.

- 4.2 The relevant Policies of the Unitary Development Plan are as follows:

- . CD44 (Alterations - effect on appearance of buildings or surrounding area)
- . CD46 (Forecourt and off-street parking)
- . CD52 (Development in Conservation Areas)
- . CD53 (Development in Conservation Areas- high standards of design)
- . TR48 (Loss of on-street residential parking)

- 4.3 The design and form of the properties in this part of Lansdowne Road vary considerably, and there is no consistency in terms of front boundary wall treatment. No.20 is a fairly large property with a 15 metre long front boundary. It has an existing low front boundary wall with comparatively tall piers, including decorative central gate piers. However, there are no existing railings or gates, which means that there are currently breaches in this front boundary wall. It is probable that railings and gates previously existed here, but were removed at some time in the past.

- 4.4 It is considered that the proposed railings, gates and piers will be in keeping with the character and proportions of the building and will help to restore the front boundary of the property, and therefore enhance the streetscape. Furthermore, the 1998 planning permission included the erection of railings on top of the existing front boundary wall together with a new pedestrian entrance gate, which were of a similar height and design to that now proposed.

- 4.5 Many of the properties in this part of Lansdowne Road have forecourt parking in their front garden areas, including No.18, immediately to the South. Much of the existing front garden area of No.20 is already paved with unattractive modern paving stones which are generally in a poor state of repair.

- 4.6 It is considered that the proposed Yorkstone paving to the front garden area will result in an improved appearance to this area, with the use of high quality

traditional materials. Furthermore, the existing soft landscaped areas are be renewed and enlarged slightly. The plans have also been amended to incorporate sliding vehicle entrance gates. This will ensure that the gates can be closed when a car is parked on the hardstanding.

34

- 4.7 Forecourt parking is normally undesirable, particularly in Conservation Areas. However, in this case, it is considered that the proposed enhancements with the new front boundary treatment and renewed hardstanding, will outweigh any harm caused to the appearance of the building and the area by the presence of the parked car. Furthermore, this property has a particularly long front boundary. Therefore, it is considered that the parked car will not dominate the front garden area, and will also be partially obscured from view by the new gates.
- 4.8 The Conservation and Design Officer considers the proposal to be acceptable. It is considered that the appearance of the building will not be harmed and the character and appearance of the Conservation Area will be preserved.
- 4.9 The proposed pavement cross-over will require the removal of a 3 metre section of residents' parking from a bay which presently measures 25.5 metres long. Whilst this clearly represents a net loss of on-street residents' parking, the Transportation Officer considers that the nominal capacity of the bay (4 vehicles) will remain unaltered and, therefore, no objection is raised. Furthermore, a site visit confirmed that the existing bay is used to park four vehicles.
- 4.10 In view of the above, the proposal is considered to be acceptable, on balance. Conditions are recommended to ensure that only one vehicle is parked on the hardstanding and that the vehicle gates are kept closed except to allow for the ingress and egress of the vehicle.

5.0 PUBLIC CONSULTATION

- 5.1 Occupiers of twenty-six neighbouring properties in Lansdowne Road were notified of this application.
- 5.2 To date, four letters of objection have been received. Two of the letters are from occupiers of properties in Lansdowne Walk, and the remaining letters are from the Ladbroke Association and the Kensington Society. Two letters of no objection/support have also been received.
- 5.3 The residents from Ladbroke Walk are concerned that the proposal will reduce the number of residents' parking spaces available, add to congestion and pollution, impede pedestrians, and the parked car would harm the appearance of the building and the Conservation Area.
- 5.4 The Kensington Society have written to state:

35

"We welcome the restoration of piers and railings but urge that in accordance with Council Policy the new crossing and vehicle access gates be refused in order to prevent forecourt parking"

5.5 The Ladbroke Association have written to state:

"Scheme too grandiose, railings too high. Hardstanding for car not acceptable"

The Transportation Officer considers that the nominal capacity of the residents' parking bay outside the property will not be affected by the proposal. It is not considered that the proposal will lead to increased pollution or congestion or impede pedestrians. The proposed railings, gates and piers are considered to be in keeping with the design and proportions of the existing piers and the property itself. Furthermore, the 1998 planning permission included the erection of similar railings and gates. It is considered that, whilst forecourt parking is not normally acceptable, in this case the proposed enhancements to the appearance of the front boundary and the front garden area will outweigh any harm caused to the appearance of the building and the Conservation Area by the presence of the parked car.

6.0 RECOMMENDATION

6.1 Grant Planning Permission

M.J. FRENCH
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

List of Background Papers:

The contents of file PP/99/02372 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.

Report Prepared By: MC
Report Approved By: RT/LAWJ
Date Report Approved: 08/02/2000

PSC00.02/MC.REP