

Ref: NS/95AveGar1

Date: 201 July 2024

Regeneration and Planning Development Management Team

London Borough of Camden
2nd Floor, 5 Pancras Square
C/O Town Hall
Judd Street
London
WC1H 9JE

Via the Planning Portal - ref: PP-13002075

Dear Sir/Madam

Town & Country Planning act 1990 (as amended)

Demolition of 7 existing garages and related structures, to allow the creation of two self-contained semi-detached residential units (C3) and associated landscaping and other works at land at 95 Avenue Road, London NW8 6HY

On behalf of our client, 95 Avenue Road (Freehold) Limited we are pleased to enclose an application for planning permission for the demolition of 7 existing garages and related structures, to allow the creation in their place of two self-contained semi-detached residential units (C3) and associated landscaping and other works at 95 Avenue Road, London.

The wider site consists of a 1960s flat block (C3). Adjacent to this principal block is an ancillary garage block. These garages were originally used by occupiers of a number of the existing flats, but over time they have become surplus to requirements as fewer and fewer people within the development own cars. The proposals seek to optimise the use of this currently under-utilised ancillary space to provide new residential accommodation, in the form of two semi-detached dwellings in place of seven of these garages.

This development would make best use of a currently under-utilised brownfield site and in a highly accessible location. Additional residential accommodation is of course a priority use at a national and regional and local level and consequently this proposal constitutes 'sustainable development' which we trust will be welcomed.

To assist in your consideration of these proposals, we include with this application:

- Design & Access statement - HUB Architects
- Plans & Drawings - HUB Architects
- Acoustic Report
- Arboricultural Report

- Daylight & Sunlight Assessment
- Drainage Strategy
- Flood Risk & SUDS report
- Basement Impact Assessment & related material (including pro-forma)
- Structural Information
- Sustainability Report (including energy calculations & 'minor development' pro-forma)
- Transport Report

The Design and Access Statement provides a comprehensive explanation of the proposals and the design approach. Never-the-less, below is some further commentary in relation to various planning matters which I hope will be of assistance to you.

Land-use principles

The site is currently in C3 residential use, as ancillary garages. These garages were previously rented to the occupiers of a number of the flats in the main block. They are currently vacant. It should be noted that the proposals involve the removal of seven the existing garages, with the remaining six being unaffected by the proposal.

The proposals involve the demolition of the existing structure, and the excavation of a lower ground level, allowing the creation of two semi-detached dwellings within the footprint of the demolished building. The overall uplift in area is a total of 83 sq m.

From a land use perspective, clearly making best use of under-utilised space within an existing residential development is in line with policy at all levels – NPPF, London Plan and Local Plan - and raises no matters of land-use principle. The Council's policies do not seek to protect existing ancillary garaging. The site enjoys good access to public transport. The applicants are prepared to enter into a 'car-free' agreement in respect of the two new dwellings in accordance with policy.

Basement construction

The submitted Basement Impact Assessment and related documentation addresses relevant policy requirements. Appropriately qualified structural engineers have been employed from the outset, and careful thought has been given to matters such as construction management, construction traffic etc. A tree report addresses the development's relationship with existing trees and sets out appropriate measures to ensure their protection during works.

Design & sustainability considerations

In relation to design, it should be noted that consideration was given to the conversion of the existing garages. However (and as can be seen on site) because of the relationship with the existing building, and also because of the difficulties of effectively re-using the existing fabric, this approach is impractical, and would not allow either the optimisation of the use of the land, or the achievement of the council's expected environmental standards in terms of energy performance and sustainability.

The design and access statement explains in more detail the rationale for the design approach chosen and explains how this takes careful account of both the site context, the need to provide amenity and privacy for both neighbours and the occupiers of the new houses, and the approach taken to sustainability – which is explored in greater detail in the Energy and sustainability report and supporting material. The Energy & Sustainability Statement has identified a set of deliverable energy measures that would ensure the development complies with relevant national planning policy, the London Plan and London Borough of Camden policies relating to energy and climate change, and results in a sustainable development.

Energy strategy options were assessed according to the Mayor's Energy Hierarchy and the resulting savings calculated against a Building Regulations target assessment following the GLA guidelines. The strategy meets

CO₂ emission savings targets and other related policies applicable to the site and enable each step of the Mayor of London's energy hierarchy to be addressed along with Camden Local Plan Policy and the London Plan Chapter 9 Policy SI 2.

Measures include:

- High levels of insulation and energy efficient services
- A non-combustion approach using heat pumps, and heat recovery. This was found to be the most effective approach. (District heating was not viable with no current or proposed future networks within the vicinity).
- A site wide reduction in CO₂ emissions of 64% has been achieved against the Baseline/Target Emission Rate. Of this figure there is a 53% improvement in emissions directly through the use of air source heat pumps.

Servicing Traffic and Transport

Caneparo's report deals with this issue in more detail, but in summary the removal of the seven garages and associated parking has the potential to significantly reduce the number of vehicle movements associated with the site. Appropriate bike storage facilities are provided, along with the refuse and recycling storage. As noted above, the applicants are prepared to enter into a car free agreement in relation to the new houses.

S106 Obligations

In addition to the car-free agreement, our clients are also prepared to enter into obligations with regard to CTMP/CEMP requirements as necessary/appropriate.

Overall conclusions

The existing garaging is unattractive, and under-utilised. Because of the nature of its design and materials, it is not readily adaptable to alternative uses. However, there is the opportunity to remove a large part of the garaging and replace it instead with two semi-detached dwellings which have been carefully designed to respect the scale and nature of the site, have a minimal impact on the amenity of neighbours, and deliver a high-quality energy efficient new residential accommodation, providing a more pleasing townscape.

This proposal for two additional dwellings, would make a valuable contribution to meeting the borough's significant housing need.

We trust on this basis that with information provided, you will be able to positively determine this application. However, should you require anything further or wish to visit the site please do contact me.

Yours sincerely,

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