

DANIEL *Watney*

DESIGN AND ACCESS STATEMENT

LAND FRONTING MILL LANE TO THE
REAR OF 18 HILLFIELD ROAD
NW6

March 2012

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1. INTRODUCTION

- 1.1 This Design and Access Statement (incorporating Planning Supporting Statement) provides detailed information to accompany a planning application for the erection of a single family dwellinghouse on land fronting Mill Lane and falling to the rear of no. 18 Hillfield Road, London, NW6 1PZ. The piece of land fronting Mill Lane currently accommodates a single storey, double garage and associated area of hard standing. It is proposed to demolish the existing garages and erect a two storey, single bedroom dwellinghouse.
- 1.2 The siting, massing and design of the proposed dwellinghouse has been informed having regard to the character and appearance of the surrounding area and is directly comparable to those dwellings approved to the east of the site along Mill Lane to the rear of nos. 34 and 104 Hillfield Road (ref. 2007/4040/P) and immediately adjacent to the west associated with land to the rear of no. 16 Hillfield Road (ref. 2010/5732/P).
- 1.3 This Design and Access Statement is based upon guidance contained within the CABI document '*Design and Access Statements – How to Read, Write and Use Them*' published in 2006. The Statement includes a description of the application site at Section 2.0; an assessment of comparable development proposals at no. 16 Hillfield Road at Section 3.0; and an assessment of the Development Plan policy context at Section 4.0. Section 5.0 sets out reasoned justification for the planning application hereby submitted.

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2. SITE DESCRIPTION

2.1 This planning application seeks approval for the erection of a two storey, one bedroom single dwellinghouse on land fronting Mill Lane in the London Borough of Camden. The site of the proposed dwelling is currently occupied by two single storey, brickwork garages which are located to the rear of no. 18 Hillfield Road fronting Mill Lane. The garages do not presently serve residential accommodation and are used by, and falls within the ownership of, a local office. The garages are presently used for storage for a local business however this space is no longer required. The site benefits from a range of public transport options, including:

- 1 km to the north-west of West Hampstead London Overground Station (7 minute walk) providing connections to Richmond-upon-Thames, Stratford and Clapham Junction;
- 1 km to the north-west of West Hampstead Thameslink Station (8 minute walk) providing connections to Luton, St Albans, St Pancras, the City and Gatwick;
- 1.1 km to the north-west of West Hampstead Underground Station (10 minute walk) providing access to the Jubilee line;
- Access to a number of Strategic London Bus Routes including the no. C11, 139 and 328.

2.2 The existing single storey garages located on the application site are reproduced in photographs 1 and 2 overleaf. The brick built structure has a flat roof with two separate garage doors. The garage has a built footprint of approximately 44.2 sqm with the area of hardstanding in front comprising an additional 23.8 sqm. The total planning application area is therefore approximately 68 sqm (0.0068 ha). A retaining wall separates the garage from the rear garden of no. 18 Hillfield Road to the north and the rear garden of no. 20 Hillfield Road to the east both of which fall within separate ownership.

2.3 To the west the garages sit adjacent to an existing single storey garage provided to the rear of no. 16 Hillfield Road. This garage will shortly be replaced with a two storey dwelling house pursuant to planning permission 2010/5732/P, granted in July 2011. Directly adjacent to the planning application site to the east is an area of hardstanding which is currently occupied by a number of waste and recycling bins.

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Photograph 1: Planning Application Site



Photograph 2: Planning Application with Rear of
No. 16 Hillfield Road Adjacent

- 2.4 Mill Lane is characterised by a distinct north-south split. The southern side of Mill Lane falling directly opposite the planning application site is fronted by two and three storey terraced properties, comprising retail and service type properties to the ground floor with residential accommodation above. The shop fronts are of predominantly timber construction with stock brickwork. The windows are of a traditional sash style with roofs of slate construction and prominent dormer windows (photographs 3 and 4 below refer).



Photograph 3: Shop Fronts Opposite



Photograph 4: Residential Above Retail

- 2.5 Conversely, the northern side of Mill Lane is characterised by incrementally arranged poor quality garages, open forecourts, gating, rear boundary walls and fencing. This incremental arrangement has resulted in a visually disruptive and incoherent street scene. The garages are single storey in height and generally set back from the street edge with hardstanding forecourt parking areas. The roofs

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vary between flat or pitched with gables fronting onto Mill Lane. Photograph 5 below refers. Planning permission has recently been granted at nos. 16 (falling directly adjacent to the application site to the west), 34 and 40-44 Hillfield Road to replace the existing garages to the rear of these properties to allow for the introduction of a total of five single family dwelling houses (photograph 6 below refers). These applications will be considered in greater detail in Section 3.0 of this Statement.



Photograph 5: Open Hardstanding fronting Mill Lane



Photograph 6: Newly Constructed Residential Dwellings to the Rear of Nos. 34 & 40-44

- 2.6 Mill Lane is also subject to extensive fly tipping, with the incremental garage arrangements and poorly maintained areas of hardstanding attracting both this and other antisocial behaviour. Photographs 7 and 8 below refer.



Photograph 7: Evidence of Fly Tipping



Photograph 8: Fly Tipping within Hardstanding

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- 2.7 As indicated within the preceding text, Mill Lane is currently subject to a dualistic character with traditional two and three storey buildings falling opposite a variably poor quality collection of garages, areas of hardstanding, fencing and rear boundary walls. Fly tipping and antisocial behaviour further degrade the Streetscene and physical environment. This planning application seeks to reinforce those planning permissions recently granted at nos. 16, 34 and 40-44 Hillfield Road which will seek to introduce contemporary, high quality residential dwellinghouses that complement the existing buildings fronting Mill Lane to the south.
- 2.8 The introduction of another dwellinghouse, as proposed by this planning application, presents an opportunity to continue the reparation of the streetscape and support the creation of a more balanced character to both sides of Mill Lane. Furthermore, the adjacency of the planning application site to the recently permitted scheme to the rear of no. 16 Hillfield Road would support the introduction of a coherent and carefully considered streetscape to Mill Lane.

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3. STATUTORY PLANNING HISTORY

- 3.1 Daniel Watney's Planning Department has reviewed the statutory planning history records held for the application site provided online by the London Borough of Camden. The accuracy of these records is the responsibility of LB Camden as Local Planning Authority and not Daniel Watney LLP.
- 3.2 The planning history records reproduced in Table 1 below relate solely to the planning application site, i.e. the double garage to the rear of no. 18 Hillfield Road. Planning history records held for no. 18 Hillfield Road have not been included as the application site does not fall within the ownership of that property and comprises a separate planning unit.

REFERENCE	DESCRIPTION	DATE	DECISION
F3/13/9/14327	The erection of a double garage at the rear of No 18 Hillfield Road NW6 and the replacement of a defective rear dormer window	17/11/72	Refused
F3/13/9/15169	The erection of a single storey double garage at the rear of No. 18 Hillfield Road, NW6 and the replacement of a defective rear dormer window	02/02/73	Granted

Table 1: Planning History Records (Source: LB Camden Online)

- 3.3 The planning history records indicate that the existing garage was constructed pursuant to planning permission granted in 1973.
- 3.4 We consider that planning permissions granted at nos. 16, 34 and 40-44 Hillfield Road support the principle, and establish a precedent, for the erection of a two storey dwellinghouse as proposed by this planning application.

No.16 Hillfield Road

- 3.5 Planning permission was granted for the "*erection of a two-storey single-family dwellinghouse at the rear of 16 Hillfield Road (land fronting Mill Lane) following demolition of the existing garage*" in July 2011 (ref. 2010/5732/P). The permitted and extant scheme is included on the drawings that accompany this planning application.
- 3.6 The permitted scheme proposes to replace the existing single storey garage and hardstanding forecourt area which fall adjacent to the west of this planning application site. The location of the permitted scheme is visible in photograph 1 produced previously. The scheme proposed by this planning application has been

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informed by the permitted development to the rear of no. 16 and has sought to incorporate a modern, simple aesthetic that will create a sense of unification along this part of Mill Lane.

Nos. 34 and 40-44 Hillfield Road

- 3.7 A planning application was submitted in March 2010 on land fronting Mill Lane to the rear of the above properties for “the erection of 4 x two storey town houses with forecourt parking facing Mill Lane to replace 4 x double garages in the rear gardens of 34 and 40-44 Hillfield Road and replacement of a double garage at the rear of 36 and 38 Mill Lane respectively with new double garages.”
- 3.8 Permission was initially refused by LB Camden principally due to the potential impact upon the visual character of the surrounding area and the loss of off-street parking. Although the refusal was appealed against, the Inspector dismissed it citing that his decision was solely based on the loss of off-street parking. The Inspector considered that the improvement to the attractiveness of the area and addition of contemporary buildings was positive, and that the design of the buildings was also acceptable. This did not however sufficiently outweigh his concerns with regard to the loss of off-street parking.
- 3.9 A revised planning application was submitted which was recommended for approval by the Case Officer, providing a S106 legal agreement was signed that would prevent future residents of the new residential dwellings from obtaining parking permits, thus addressing the Inspector’s previous concerns with regards to the loss of off-street parking. Permission was granted for the scheme alongside a signed S106 agreement in December 2009.

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4. DEVELOPMENT PLAN POLICY CONTEXT

- 4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.
- 4.2 The Development Plan for the site, which contains those policies that will be taken into account by the Local Planning Authority (LPA) when determining the acceptability of planning applications submitted to them, currently comprises the London Plan (Spatial Development Plan for London) adopted in 2011, the LB Camden Local Development Framework Core Strategy DPD and Development Management DPD both adopted in November 2010.
- 4.3 The site is not subject to any specific designations, as shown on the adopted LB Camden Proposals Map as reproduced in Figure 1 below. The site does not fall within a Conservation Area.

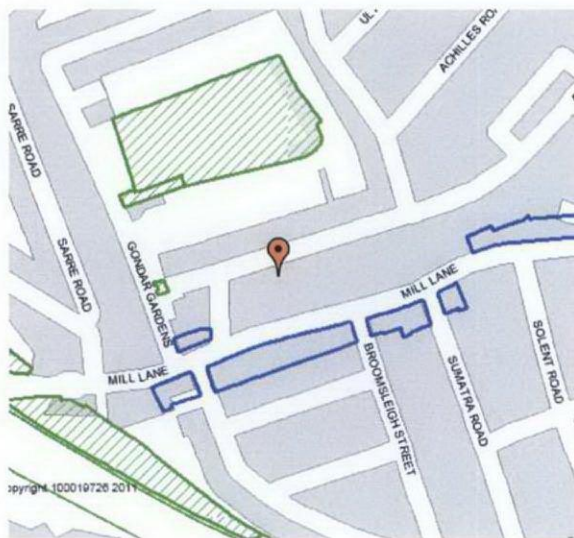


Figure 1: Site Designations (Source: LB Camden)

- 4.4 The site falls proximate to designated 'Open Space' to the north and south west and a 'Neighbourhood Centre' to the south. This 'Neighbourhood Centre' comprises the Mill Lane retail and commercial units as discussed previously in Section 2.0.

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Previously Developed Land

- 4.5 This planning application proposes the demolition of two existing single storey garages with a combined footprint of approximately 44.2sqm. The area of hard standing in front covers an additional 23.8sqm. The total planning application area is therefore approximately 68 sqm (0.0068ha) fronting Mill Lane. The garages, when demolished, are proposed to be replaced with a two storey Class C3 single dwellinghouse with a built footprint of 37 sqm which occupies, taking into account the 13.9 sqm of amenity space to the front of the property, 1 sqm of bin storage, 12.4 sqm of vehicle parking and the area of the boundary wall (approximately 3 sqm), a total development area of 67.5 sqm. The proposed development would therefore take place entirely on previously developed Brownfield land.
- 4.6 Paragraph 40 of the 2011 version of Planning Policy Statement 3 '*Housing*' states that Local Planning Authorities should continue to make effective use of land by re-using land that has been previously developed. Paragraph 36 states that "*the priority for development should be previously developed land, in particular vacant and derelict sites and buildings*". This approach is reinforced in Policy DP2 of the 2010 LB Camden Development Policies DPD, which states "*the Council will seek to maximise the supply of additional homes in the Borough...by (inter alia): a) expecting the maximum appropriate contribution to supply of housing on sites that are underused or vacant...*"
- 4.7 In the context of residential development, Policy CS6 of the adopted LB Camden Core Strategy DPD states that the Council will seek to "*make full use of Camden's capacity for housing*". This approach relies on making the best use of previously developed land to ensure that Camden meets or exceeds their target of 9,850 self-contained new homes between 2010 – 2025.
- 4.8 The re-use of previously developed land as promoted by this planning application would continue the sustainable nature of local development by way of introducing new housing to underused garage and forecourt areas as permitted at nos. 16, 34 and 40-44 Hillfield Road. It is of note that a larger built footprint was achieved at nos. 34 and 40-44 (57 sqm) than is proposed by this planning application.
- 4.9 This planning application should be supported in the context of making the best use of previously developed land in a sustainable urban area with good accessibility to public transport. It proposes the replacement of underused and unattractive garages with a contemporary and high quality single dwellinghouse that directly achieves the aim of Policy DP2 of the 2010 LB Camden Development Policies DPD by "*expecting the maximum appropriate contribution to supply of housing on sites that are underused or vacant.*"

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- 4.10 This planning application also addresses the priority of Core Strategy Policy CS6 by maximising the supply of additional housing with housing being regarded as the priority land use throughout the Borough. It is directly comparable to a planning permission recently granted immediately adjacent at no. 16 Hillfield Road.

Rear Garden Space

- 4.11 Section 4 of the adopted 2011 Camden Planning Guidance (CPG) 1 considers the acceptability of development in rear gardens. Please note that this planning application site does not fall within the ownership of no. 18 and does not form part of their rear garden.
- 4.12 There would therefore be no loss of any existing garden space as the development would be undertaken wholly within the previously developed footprint of the existing garages that front Mill Lane. Furthermore there would be a net increase in green space through the introduction of a green roof. Additional green space would also be introduced via the ground floor private amenity area which would measure 13.9 sqm provided for the benefit and recreation of the future occupant.

Amenity Space

- 4.13 It is considered important to provide the proposed new dwelling with private amenity space at ground floor level in accordance with Policy DP26 of the Development Policies DPD. Section 4 of the adopted 2011 Camden Planning Guidance (CPG) 1 recommends that *"All new dwellings should provide access to some form of private outdoor amenity space"*. As identified within paragraph 4.12, private amenity space would be provided to the front of the property facing onto Mill Lane. This space would provide 13.9 sqm of private space that is screened from Mill Lane by a retaining wall and pedestrian gate.
- 4.14 Further privacy is ensured when the sliding gate which secures the car parking area to the front of the property is employed. When the sliding vehicle gate is not employed, landscaping and planting will retain the privacy of the amenity space. The amenity space is however also secured from the public highway by a pedestrian gate, which enables access to the property without the operation of the sliding vehicle gate. The quantum of amenity space is considered appropriate relative to the size of the property. The position of the amenity space can be seen within the drawings that accompany this planning application.

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Density

- 4.15 The planning application site occupies an area of approximately 68 sqm (0.0068ha). Mill Lane is described in the 2011 London Plan as falling within an 'urban' context, being characterised by terraced houses typically of two to four storeys within 800 metres walking distance of a shopping centre (West End Lane). With a PTAL rating of 2-3, the introduction of a single dwellinghouse onto the site is considered to be an appropriate density consummate with the local area and recently permitted adjacent schemes.

Scale and Massing

- 4.16 The scale and massing of the proposed dwelling has been designed to appear well related to the context of the street scene and has been informed by the permitted redevelopment to the rear of no. 16 Hillfield Road. Policy DP24 '*Securing High Quality Design*' of the 2011 Development Policies DPD states that new development should, amongst other considerations, respect the character, setting, context and form and scale of neighbouring buildings and generally seek to improve the attractiveness of an area especially by way of the provision of "*visually interesting frontages at street level*".
- 4.17 The proposed redevelopment improves the existing townscape context by replacing poor quality existing garages with a modern and contemporary new dwelling. The proposal respects existing plot sizes and building lines by being sited on the footprint of the existing garages and being set-back from the frontage of Mill Lane. It rises to two storeys in height which is well related to the two and three storey properties that are located directly opposite. More significantly, it will relate well to the adjacent development at no. 16 Hillfield Road with the proposed development seeking to extend to the same line of the ground and first floor facades permitted at no. 16. As at no. 16, the cantilevered first floor extends over the line of the ground floor. This townscape consistency is evident in drawing 2496/P/16.

Dwelling Layout and Space Standards

- 4.18 In addition to being able to achieve Lifetime Home Standards as set out below, the dwelling has also been designed having regard to residential development standards as set out in the adopted 2011 CPG 2 '*Housing*'. This includes:
- Level access has been provided to and from the new dwelling;
 - All habitable rooms achieve minimum headroom of 2.3 metres;
 - The property has a gross internal floor area of 64.2 sqm (GF and FF)

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which exceeds the minimum of 48 sqm for a two person property;

- The double bedroom achieves 13.3 sqm, exceeding the minimum size requirement of 11 sqm;
- The inclusion of windows having regard to standards seeking to minimise overheating, preventing heat loss and achieving appropriate shading.

Lifetime Home Standard

4.19 In line with Policy DP6 of the 2011 Development Policies DPD, the proposed new dwelling has been designed to be able to achieve Lifetime Home Standards in order to provide for an accessible, safe and flexibly designed new home. The following key Lifetime Home Standards have been included in the design and layout of the proposed dwelling:

- The car can be parked directly in front of the house adjacent to the front door allowing a minimum of travel distance between the two;
- The car parking area and route to the entrance door will be level. Paving will be porous to avoid standing water;
- The dwelling entrance will be:-
 - a) Illuminated by light fittings controlled by movement and light sensors.
 - b) Level between the outside and inside across the main entrance threshold.
 - c) Covered by the first floor cantilever which projects a distance of approximately 1 metre.
- The width of the main entrance door will be 800mm clear with 300mm to the leading edge. All other internal doors will comply with the specification set out by Lifetime Home Standards;
- The living room and dining area has been designed to allow a wheelchair to turn. Adequate space has been provided elsewhere in the dwelling for wheelchair users;
- The living/ dining room has been provided at ground floor level and allows level access to a courtyard space to the front of the property;

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- Whilst the living/ dining room does not have the capability of being divided to form a small bedroom space due to the physical size of the site, the potential for a future lift has been indicated to provide direct access into the first floor study and bedroom;
- The living/ dining space has the capability of being adapted to include a WC to meet the requirements of Part M standard WC of the Building Regulations;
- A floor gully will be installed to provide drainage should the space be used as a shower;
- Walls in the bathroom at first floor level will be blockwork or plywood to provide firm fixings for any adaptations required, such as handrails, to offer support to users;
- The main stairs are indicated as being a minimum of 900mm wide between the stair wall and handrail with unobstructed landings provided to the top and bottom of the staircase allowing for the provision of a future stair lift;
- Timber roof joists will adequately support any future installation of hoists from the bedroom into the bathroom. A knock out panel is proposed to the wall between these rooms to allow for ease of creating this possible future link;
- The bathroom has been designed to incorporate ease of access to the bath, WC and wash basin;
- Glazing at the living/ dining area is full height with easy operating handles suitable for wheelchair use;
- Switches, sockets, ventilation and service controls will be at a height usable by all i.e. between 450mm and 1200mm from the floor.

4.20 Please note that due to the physical size of the site, a WC has not currently been provided at the ground floor level. It should be noted that the applicant intends to occupy the new dwellinghouse upon completion and does not, at present, require a WC at the ground floor. Instead, full WC fit-out and servicing will be installed at the ground floor to allow, if required by a future occupier, a ground floor WC to be installed in the future.

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Design and Appearance

- 4.21 Policy DP24 of the Development Policies DPD promotes good quality design and will require “...all developments...to be of the highest standards of design”. The design and appearance of the proposed dwelling has been informed by both the character of those existing properties lying immediately opposite the site on the southern side of Mill Lane, the permitted redevelopment at the rear of no. 16 falling directly adjacent to the west and the permitted scheme at the rear of nos. 34 and 40 – 44 Hillfield Road. The streetscape along Mill Lane is gradually changing as the poor quality garages and areas of hardstanding are redeveloped for residential dwellings.
- 4.22 The new dwelling will replace the existing garages falling to the rear of no. 18 Hillfield Road, although it does not serve nor fall in the ownership of this property. The proposed dwelling has been set back approximately 5 metres from the back of the pavement fronting Mill Lane to ensure the new car park hardstanding complies with current parking standards. This configuration matches the arrangement at no. 16.
- 4.23 The first floor cantilever provides a variation to the massing of the proposed house and seeks to replicate the permitted arrangement at no. 16 with the first floor façade projecting out from the building line and back onto the line of the existing garage. The cantilever does not appear entirely unsupported but instead rests upon the brick retaining walls enclosing the parking, bin store and amenity space. The front elevation is restricted in height to ensure continuity with the permitted redevelopment at no. 16.
- 4.24 The incorporation of the sliding gate that will secure the vehicle parking space and enhance the privacy of the amenity area has formerly been discussed with LB Camden. During a conversation with Carlos Martin, the Duty Planner, the proposed gate, its position and purpose was described. Mr Martin suggested that the gate would be acceptable subject to its size and position; principally that it did not abut the highway.
- 4.25 The proposed gate is considered appropriate in terms of size, appearance and location. The gate is situated on the boundary of the site and does not extend over the public highway. As the door has a sliding mechanism it will not extend over the public highway whilst in operation. The timber is considered contextually appropriate, reflecting the clean, simple and modern aesthetic that has been employed in the design approach to the dwelling. The height of the gate will not extend above the line of the brickwork boundary wall.

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- 4.26 Brickwork has been chosen for the façade cladding material to reflect the construction of houses on Hillfield Road and Mill Lane. The material unites the local facades and provides a cladding module which is visually domestic in scale. The colour was carefully considered and the use of London Stock thought most appropriate to provide a direct visual link to the buildings to the south of Mill Lane and a contrast to Hillfield Road.
- 4.27 The fenestration pattern on the Mill Lane façade not only echoes the proportion of windows on the surrounding houses but through their unification, also reflects the shopfronts to the south. The front window to the recently permitted scheme at the rear of no. 16 is subject to a concurrent planning application for a minor amendment to the current approval. The proposed amendment seeks to introduce a similar pattern of fenestration as proposed within this scheme. Complementary fenestration as proposed would enhance the unification of the properties and contribute to the coherency of the street scene.
- 4.28 Walls to the side and rear elevations would remain blank with no windows. This would ensure the privacy of adjoining properties. To compensate for the lack of windows, a roof light is strategically placed over the stair and first floor landing to allow daylight to penetrate to the rear of the ground floor.

Daylight, Sunlight and Rights of Light

- 4.29 A Daylight and Sunlight study was commissioned to assess the potential impact of the proposed redevelopment on surrounding buildings and their occupants. The full study accompanies this planning application.
- 4.30 The Study concludes that the proposed development will have a low impact on the light receivable by its neighbouring properties. The Consultant has confirmed that the development design satisfies all of the requirements set out in BRE guide 'Site Layout Planning for Daylight and Sunlight'.

Overlooking and Privacy

- 4.31 Part 7 of LB Camden's adopted 2011 CPG 6 'Amenity' considers that that "in order to ensure privacy there should normally be a minimum distance of 18m between the windows of habitable rooms of different units that directly face each other." This standard is achieved between the proposed new dwelling and those buildings fronting Mill Lane which are separated by approximately 20 metres.

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- 4.32 The proposed new dwelling lies, at its closest point, 14.2 metres from the rear glazed extension of no. 18 Hillfield Road. The closest point from the rear façade of the proposed new dwelling and the rear façade of the original main house at no. 18 is 19.4m. This separation exceeds the separation distance achieved at the rear of nos. 16, 34 and 40-44 Hillfield Road.
- 4.33 The design of the proposed new dwelling has taken into account the need to minimise any potential overlooking between its future residents and those of no. 18 Hillfield Road. To achieve this, no windows are proposed to the side and rear elevation of the proposed redevelopment and therefore no overlooking will occur onto the rear of the properties along Hillfield Road, or into the amenity space of the consented scheme at no. 16 Hillfield Road.

Refuse and Recycling

- 4.34 Regard has been had to Part 10 of LB Camden's adopted CPG 1, "*Waste and Recycling – Onsite Storage*". For residential developments of 6 dwellings or fewer, the Council requires the provision of adequate internal areas for the storage of both non-recyclable waste and mixed recyclables. Adequate space is provided within the ground floor kitchen area to allow the placing of either a 30 litre capacity bin or 55 litre capacity box for mixed recyclables. This ensures that recyclable and non-recyclable internal waste storage is provided in a convenient and accessible location for the use of future residents.
- 4.35 External waste storage is provided within the enclosed forecourt area, in a separate area adjacent to the pedestrian entrance from Mill Lane. The location of the bin store is visible on the drawings that accompany this planning application. As required by LB Camden's adopted 2011 CPG1, the external storage area is located away from the ground floor windows, has been designed so as not to impede pedestrian or vehicular access, is located as close to the front boundary as possible, is at street level and is behind the front boundary wall of the property to ensure that it does not detract from the street scene.
- 4.36 The bin store will cover an area of 1 sqm, however as this will be shelved, 3 sqm of bin storage will actually be provided. The store can be adapted to suit Council requirements.

Car and Cycle Parking

- 4.37 The existing garages were previously used to provide storage space for the landowners who own a chartered accountancy firm in the local area. Car parking on the area of hardstanding to the front of the garages is not permitted as this would restrict access to the storage space; bollards (as visible in photographs 1 and 2 referenced within paragraph 2.2 of this statement) are used to prohibit this.

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- 4.38 Furthermore, the area of hardstanding is not of a sufficient size to enable vehicles to park without overhanging the public highway and would not comply with Camden's adopted parking standards.
- 4.39 It should be noted that there will be no loss of residential (or commercial) parking through the erection of the proposed dwellinghouse, as the existing garages are neither owned by, nor provided for the benefit of, residential accommodation. The garages were formerly purchased and are currently used for storage purposes. As this storage space is no longer required (off-site solution found) the Applicant's intend to redevelop the site as supported by this planning application in order to reinforce the planning permissions granted at the rear of no. 16, 34 and 40-44 Hillfield Road and enhance and unify the streetscene.
- 4.40 One off-street car parking space will be provided for the benefit of the future resident. This will be secured from the public highway by a flush, timber sliding gate. Policy DP18 of Camden's adopted 2010 Development Policies DPD requires new development to comply with the Council's parking standards. Appendix 2 to Camden's adopted 2010 Development Policies DPD recommends that a maximum of one car parking space per dwelling is provided in this area, alongside one cycle space. The proposed quantum of car and cycle parking is therefore policy compliant.

Sustainability

- 4.41 As this planning application only proposes one new dwelling it is not required to formally meet the requirements set out within Part 2 of LB Camden's adopted 2011 CPG3 and is not required to provide 10% of its predicted energy requirements. Nevertheless, sustainability and environmental performance has been a guiding principle in the conception and development of the proposed scheme having regard to the Table produced below as informed by Policy DP22 of the 2011 Development Policies DPD.

	AIM	INCORPORATION INTO PROPOSAL
Land use	Encourage use of brown field site	Existing site is that of a garage set away from an existing dwelling.
	Density	The proposal does not overdevelop the site but is kept to a scale appropriate to the street and area.
Transport	Ensure accessibility to public transport	The scheme is centrally situated between two major bus routes in and out of Central London. It is in walking distance of two underground stations and one overground line.

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	Cycling	One bicycle space is provided to the exterior of the house. The number of bicycles stored may be increased if the occupant desires.
Pollution	Conserve water	<ul style="list-style-type: none"> – A green/brown roof is proposed. This will provide absorption for rainwater and limit run off from the development. – Reduce flow rate taps, showers and toilets are proposed.
	Ensure sustainable drainage techniques	<ul style="list-style-type: none"> – The use of a green/brown roof will reduce water run off from the site.
	Noise pollution	All windows to the development will be double glazed.
	Managing refuse	Adequate space has been provided externally to the dwelling to allow occupants of the dwelling to store the different categories of refuse for recycling.
Landscaping	Additional planting	<ul style="list-style-type: none"> – The dwelling has a green/brown roof. – The east wall of the dwelling will allow climbing plants to establish themselves. –
	Existing trees	Great care has been taken to ensure that the existing trees on adjoining properties are not affected by the new dwelling.
Bio-diversity	Support to wildlife	<ul style="list-style-type: none"> – The green/brown roof will be landscaped to provide habitats for small invertebrates.

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Energy	Conserve energy	<ul style="list-style-type: none">– Category A white goods will be used within the dwelling.– Gas central heating will be provided using a high efficiency combi-boiler giving hot water on demand. Hot water storage will not be provided.– High levels of thermal insulation and double glazing, thermally insulated entrance door will be included.– Windows have been provided to all rooms and staircase to limit the need to use artificial light.– All light bulbs proposed for the development will be low energy.
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Trees

- 4.42 A Tree Survey was commissioned due to the off-site presence of a number of trees, including one subject to a Tree Preservation Order (ref. 803). The Tree Survey, which has been submitted in support of this planning application, recommends *“looking at the extent of the Root Protection Areas (RPAs) they do not appear to enter into the area of the site and as such I cannot see any requirements for further arboricultural reports relating to this site.”*
- 4.43 The Tree Constraints Plan, appended to the Tree Survey, identifies the existing trees in the immediate area which frame the site. No trunks are present within the redevelopment site.

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5. REASONED JUSTIFICATION

5.1 In light of the above we therefore submit a planning application for the erection of a single family dwellinghouse on land fronting Mill Lane falling to the rear of no. 18 Hillfield Road. The existing garage and area of hardstanding do not fall within the ownership of no. 18 and are separately owned. We therefore submit this planning application on the basis that:

5.2 The planning application site currently accommodates a 44.2 sqm garage alongside 23.8 sqm of hardstanding giving a total of 68 sqm of previously developed land;

- It is proposed to demolish the existing garage and to erect a two storey, one bedroom single family dwellinghouse. This builds upon planning permission recently granted adjacent to the land to the rear of no. 16 Hillfield Road (ref. 2010/5732/P) for the erection of one, two storey single dwellinghouse and for the erection of four dwellinghouses fronting Mill Lane falling to the rear of nos. 34 and 40 – 44 Hillfield Road (ref. 2007/4040/P);
- This planning application seeks to improve the character and appearance of the northern side of Mill Lane which is currently dominated by poor quality and incremental garages, forecourts, gating, fencing and rear boundary walls;
- The aim of the planning application is to build upon the planning permission granted directly adjacent to the west of the site for one new dwellinghouse fronting Mill Lane to the rear of no. 16 Hillfield Road (ref. 2010/5732/P) by introducing a sensitively designed new dwellinghouse that offers an opportunity to repair the streetscape and introduce a more balanced residential character to both sides of Mill Lane;
- The design of the proposed development has deliberately sought to reiterate the aesthetic and arrangement of the consented scheme at the rear of no. 16. This extends to the materials, fenestration (the fenestration of no. 16 is currently subject to a minor amendments planning application), cantilever arrangement, parking and cycling storage, retaining walls and site enclosure.
- The proposed dwellinghouse would have a built footprint of 37.0 sqm which occupies, when taking into account the 27.3 sqm of external open

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space (including parking, amenity and bin storage), a total built area of 64.3 sqm;

- The entirety of the proposed development would take place on previously developed land following the demolition of the existing garage and replacement of hard-standing;
- The re-use of previously developed land is supported in the context of PPS3 'Housing' with Policy DP2 of the Development Policies DPD *"expecting the maximum appropriate contribution to the supply of housing on sites that are underused or vacant"*;
- This planning application seeks to make the best use of previously developed land in a sustainable urban area with good accessibility to public transport whilst contributing to the delivery of new housing on an established residential street frontage;
- The proposed new dwellinghouse includes 13.9 sqm of private amenity space within the enclosed area to the front of the property;
- The proposed new dwelling has been designed to be two storeys in height which relates well in terms of scale and massing to those existing 2 and 3 storey properties located on the southern side of Mill lane;
- The dwelling also respects existing plot sizes and building lines by being sited on the footprint of the existing garage and set-back from Mill Lane. The design has had regard to the consented schemes to build upon a coherent streetscape to Mill Lane.
- The new dwelling has been designed (or can be adapted where necessary) to meet Lifetime Home Standards and meets residential design standards set out in part 5 of LB Camden's adopted 2011 CPG 2.
- The proposed redevelopment would not result in the loss of any off-street car parking spaces. The existing garages were used for storage purposes. As this storage space is no longer required, the owners (and Applicants) hereby submit this planning application for redevelopment.
- The proposed provision of car and cycle spaces is compliant with the Council's parking standards.
- The design of the building is of the highest quality and incorporates high quality and contextually appropriate materials to complement and

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reinforce the local townscape; the design has sought to incorporate a similar aesthetic as the permitted scheme at the rear of no. 16 Hillfield Road;

- The proposed development would not have any impact upon the levels of daylight and sunlight that benefit nearby properties. The proposed development will achieve all necessary standards of internal light levels through the integration of roof lights and windows to the front façade;
- The design of the building and arrangement of fenestration ensures that there is no overlooking to the rear of properties along Hillfield Road. This is achieved by only siting windows to the front elevation;
- All standards relating to refuse and recycling storage set out in LB Camden's adopted 2011 CPG 1 Part 10.
- The sustainability of the scheme has been considered from the outset and includes a green roof, habitat improvement, cycle parking, recycling capacity and other initiatives detailed within this Design and Access statement and;
- The proposed development would result in no harm to nearby trees.