

Planning Statement

26 Wolsey Mews, Kentish Town, NW5 2DX

London Borough of Camden

Prepared on behalf of V Georgiades & A Long

January 2012

PLANNING STATEMENT

**IN SUPPORT OF THE
PLANNING APPLICATION**

**SUBMITTED ON BEHALF OF
V Georgiades and A Long**

26 WOLSEY MEWS, KENTISH TOWN, NW5 2DX

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by Gotham Architects on behalf of V Georgiades and A Long, in support of the accompanying planning application for the development of the property known as 26 Wolsey Mews, Kentish Town.

1.2 The description of the development is as follows:

**“CONVERSION OF A SINGLE DWELLING HOUSE INTO 4 SELF
CONTAINED FLATS.”**

1.3 The Planning Statement summarises the planning history of the site and the surrounding area and also reviews the consistency of the proposed development with planning policy at the national, regional and local levels through an examination of the relevant policy documents and planning guidance.

1.4 This statement should be read in conjunction with the following statements:

Design & Access Statement - Gotham Architects

1.5 The proposal is considered to be, overall, in accordance with the provisions of the Core Strategy and Local Development Framework and have been developed to take full account of the site's characteristics and urban location.

2.0 APPLICATION SITE AND PLANNING HISTORY

The Site

- 2.1 The address of the application site is 26 Wolsey Mews, Kentish Town, London, NW5 2DX. An aerial photograph of the site is included at Appendix A.
- 2.2 The site is located in the centre of the urban area of Kentish Town, in the London Borough of Camden and the North Central area of Greater London. The overall application site is some 0.012 hectares (0.029 acres) in area. Camden is situated to the south east. The site is located in close proximity to Kentish Town High Street and Underground station (Northern Line), with Kentish Town Mainline Station also being located nearby (Thameslink/First Capital Connect Line) and also Kentish Town West station (Overground Line). Numerous bus services also operate along Kentish Town Road (A400) which is within one minute walking distance of the property.
- 2.3 The application site's eastern boundary is formed by the rear gardens of the properties fronting Gaisford Street. The western boundary fronts directly onto Wolsey Mews which faces the rear elevations of the existing properties along Kentish Town Road. The northern boundary adjoins another existing property on Wolsey Mews which is currently undergoing refurbishment works, with the southern boundary comprising the rear elevations of the existing 4 storey townhouses fronting Gaisford Street.

Planning History

- 2.5 There are a number of historic planning applications (pre-2009) associated with the application site, although they are not considered to be of direct relevance to the proposed proposal.

3.0 DEVELOPMENT PROPOSALS

Brief Description

The proposal is to divide 26 Wolsey Mews into four flats over three floors, with a two bedroom flat on the ground floor, two one bedroom flats on the first floor and a further two bedroom flat on a newly constructed second floor, at the rear of the building. The building currently occupies the full footprint of the site at ground floor level, where there are windows on the south and west elevations. At first floor level the building steps back at the rear to form a terrace which overlooks the rear gardens of the houses along Islip Street and Caversham Road. There are windows and doors on the east, south and west elevations. The first floor space is further lit by roof lights which run the length of the pitched roof on both sides.

Amenity Space Provision

The proposal aims to reintroduce amenity space into the scheme by pulling the building line away from the most eastern edge, creating a new external area at ground floor level with windows / doors for access. Further outside space is provided at second floor level by a balcony which is further set back from this eastern edge.

Residential Amenity

- 3.1 The detailed proposals have been designed to provide a good level of living conditions for future occupiers and to prevent any effects on the level of amenity enjoyed by occupiers of existing properties in closer proximity to the site.
- 3.2 Orientation and relative positioning of proposed dwellings has been designed so as to maximise the availability of sunlight and daylight to habitable rooms and private amenity spaces. The orientation of the proposed dwellings has also been utilised to optimise opportunities to enhance the living spaces provided, whilst still providing communal areas that are fit for purpose in terms of accessibility, storage and security.

Parking Provision

- 3.3 There is no dedicated off street parking associated with the proposed development. We would anticipate that any on street parking demand is likely to be of a low impact and of no substantial increase to that which is already in place. Off street cycle storage has been incorporated within the proposed scheme and will provide a total of six dedicated spaces.

4.0 PLANNING POLICY CONTEXT

- 4.1 A range of national, regional and local planning policies and guidance provides the overall context which has shaped the development proposals. These overall objectives include the promotion of sustainability and the effective use of brownfield land.

National Planning Policies

- 4.2 Government statements of planning policy, including Planning Policy Statements and Guidance Notes (PPSs and PPGs) are material considerations that must be taken into account in determining planning applications.

PPS1 (Delivering Sustainable Development) – January 2005

- 4.3 PPS1 (Delivering Sustainable Development) provides an overview and general statement of the Government's objectives for the planning system and the delivery of wider social, environmental and economic objectives. It reaffirms the role of the planning system in promoting a strong, stable and productive economy that aims to bring jobs and prosperity for all. It also emphasises the contribution of the planning system to the creation of sustainable patterns of development and states at Paragraph 3 that "sustainable development is the core principle underpinning planning".
- 4.4 PPS1 emphasises urban regeneration and re-use of previously developed land as important supporting objectives for creating a more sustainable pattern of development. At Paragraph 27(viii) it is stated that local authorities should "promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should actively seek to bring vacant and under used previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land".
- 4.5 It is considered that the proposed development at Wolsey Mews would play an important role in improving the beneficial use of the brownfield property and in this way would accord with the strategic planning objectives of PPS1. Overall, the proposals therefore represent a sustainable form of development, which would enhance the quality of the existing environment through its respect for the character and urban nature of the surrounding area and its effective use of a brownfield location within the urban area of Kentish Town.

PPS4 (Planning for Prosperous Economies) – December 2009

- 4.6 Planning Policy Statement 4 (Planning for Prosperous Economies) emphasised at Policy EC4 that local planning authorities should “positively and proactively encourage sustainable economic growth in both urban and rural areas, in line with the principle of sustainable development”. It is considered that the proposal would help to facilitate investment in the area and to this extent it is entirely in accordance with this policy context.

PPG13 (Transport) – March 2001

- 4.8 PPG13 (Transport) underlines the key role that land use planning can play in integrating planning and transport at the national, regional, strategic and local level, by reducing the need to travel, reducing the length of journeys and the promotion of sustainable distribution patterns. It seeks to shape the pattern of development and also to influence the location, scale, density, design and mix of land uses. The proposals are considered to fully accord with the aims and objectives of PPG13, as it will provide the opportunity for residents to use solely public transport due to the good connectivity of the building and the provision of cycle storage as part of the comprehensive refurbishment and development proposal.

Regional Planning Policies

- 4.11 The London Plan is the key element of regional planning policy in the context of the application site.

The London Plan

- 4.12 The London Plan sets out the Mayor’s strategic planning policies for new development in London.
- 4.13 In broad terms, the proposed development would accord with the strategic and cross-cutting policies of the London Plan. For example:
- The period to 2031 is likely to see a decrease in the number of married couples, more than offset by an increase in cohabiting couples. There is also likely to be a large increase in one person households, particularly among middle-aged people, and in lone parent and other multi adult but non-family based households.

- Policy 3.3 - The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.
- Policy 3.5 - Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live.
- Policy 3.8 - Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.
- Policy 3.14 - The Mayor will, and boroughs and other stakeholders should, support the maintenance and enhancement of the condition and quality of London's existing homes.

Local Planning Policies

- 4.15 The adopted plan at Borough level is the Local Development Framework (LDF), which replaced the Unitary Development Plan (UDP) in November 2012. More recently, London Borough of Camden have also published Supplementary Planning Documents and are in the process of preparing more detailed Camden Planning Guidance, to bring in line the Core Strategies and Development Policies that comprise the LDF.

London Borough of Camden LDF

- 4.16 In broad terms, the proposed development would accord with the Core Strategy policies of the LDF. For example:
- Policies CS1 and CS3 provides that development will be acceptable where it contributes towards growth and development of the Borough in providing high quality places to live within the Kentish Town area, which is identified as an area of high accessibility, whilst the proposal still makes the best use of Camden's limited land;
 - Policy CS5 seeks to conserve and manage the impact of growth and development. the proposals are seeking to convert an existing single dwelling house into 4 self-contained flats and therefore any negative impact is deemed to be negligible on infrastructure or

local amenity, with the proposals providing additional high quality housing supply for the Borough;

- Policy CS6 seeks to maximise the supply of additional housing within the Borough, with the proposals providing an additional 3 dwellings compared to the existing single dwelling use. This is also in accordance with the priority land use of Camden's LDF. The proposal also seek to provide a mix of dwelling types thereby aiming to meet with the Council's identified dwelling priorities;
- Policy CS14 provides that the Kentish Town area (Bartholomew Conservation Area) is important to preserving and enhancing Camden's heritage assets. By proposing a high quality of design and materials for the proposed conversion and extension, the proposal will seek to enhance the immediate area surrounding the subject property, as in accordance with PPS1 – Delivering Sustainable Development, the design of the proposals are appropriate to the local context and takes that opportunity to improve the character and quality of the area;

Furthermore, the Camden Development Policies, which forms part of the LDF, are applicable to the proposal in the following ways:-

- The proposals are in support of Policy DP2, by maximising the supply of additional homes in the Borough;
- Policy DP5 seeks to secure an appropriate mix of dwelling types. The proposals respond to this policy by providing 50% of the market units as 2 bedroom flats (very high priority), with the remaining 2 market units being good sized 1 bedroom self-contained flats;
- Policy DP6 specifies that all developments are to meet Lifetime Homes standards and 10% Wheelchair standards. As the development proposal is below the threshold for when this policy would be applied, we have provided further guidance within the Design and Access statement of the areas within the Lifetime Homes standards that the proposal seeks to meet;
- Policy DP17 provides for the promotion of more sustainable forms of transport. The proposal will provide for on site cycle parking/storage for residents and is conveniently located for excellent accessibility to public transport. Local amenities are also located a short walking distance away. The proposal does not include any off street parking and

therefore the proposal will not be dependent upon the private car as its primary mode of transport;

- Policy DP24 seeks to ensure high quality design of all development including alterations and extensions to existing buildings. Details of the proposal and the high quality design that has been incorporated are included in the supporting Design Statement, with the underlying principle of high quality design being a key factor of the proposal;
- Policy DP25 relates to the maintenance of the character of Camden's Conservation Areas. As the proposal falls within the Bartholomew Conservation Area, the design and quality has been adapted to reflect the local attributes, to enhance and preserve the appearance of the areas, as detailed within the Conservation Area statement in the attached Design statement;
- Policy DP26 seeks to protect amenity for local occupiers and neighbours to a new development. As the proposal is for a conversion of an existing building with an upper floor extension, any impact is minimal, as the design of the proposal has been carefully considered within the local context to take account of any potential impacts.

5.0 PLANNING APPRAISAL

- 5.1 The principle of the development of the building to convert the premises from a single dwelling into 4 self-contained flats in support of the general housing requirements of the Local Authority to meet with continued housing demand within the Borough.

Appearance

- 5.2 The gable and front elevation and part of the original pitched roof are retained to maintain the balance of the elevation when read in conjunction with Number 25. The original doors and windows to this main elevation will be retained where possible with the exception of the garage door which will have a new triple sash window with timber detailing below, to match the style directly above at first floor level. The front door is set back into the elevation to provide bin storage in an easily accessible location for residents and for collection by the local authority. Keeping the pitched roof will benefit the living space to the front first floor flat as it will be double height in places and have the benefit of additional natural daylight from the retained roof lights.

Scale

- 5.11 The new second floor is set back from the road to minimise its visual impact from the street and is formed by raising the existing southern side wall by 1600 mm in brickwork to match existing. This will be capped with a fully insulated, flat metal, standing seam roof with a setback clerestory all round, some of which is metal clad and some with double glazed units. The profile of the roof is shaped at the edge to reduce its overall appearance which will further lessen its impact. The new roof line will be 250 mm higher than the ridge of the existing roof. The new rear elevation at ground and first floor levels is to be built in brickwork to match existing with double glazed painted timber doors. At second floor level, the rear elevation will be a combination of brickwork with the metal clerestory and roof, to match elsewhere, with double glazed timber doors to the balcony.

Flat Number	Number Beds	Size (Sq M/Sq Ft)	Floor Level
1	2	60 / 646	Ground
2	1	35 / 377	First
3	1	35 / 377	First
4	2	59 / 635	Second

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Planning Statement is submitted in respect of an application for the approval of the planning application made in respect of the conversion of the a single dwelling house at 26 Wolsey Mews into 4 self-contained flats.
- 6.2 The proposals would establish a refurbished and extended property with high quality living accommodation and a sympathetically designed extension, which would juxtapose successfully with the existing properties within the local area.

Planning permission would serve to enable the delivery of additional housing, without compromising living standards and the local area, which is a key objective of the Local Authority and the Greater London Authority.

Therefore, taking into account all material considerations, it is considered that planning permission should be granted.

A supporting Design and Access Statement and scale plans have also been included and submitted as part of this planning application.

APPENDIX A

SITE LOCATION

