


OUR REF: CV/PJC/JLG0763
YOUR REF:

E-MAIL: vincec@rpsgroup.com
DATE: 22 February 2007

Development Control Manager
Environment and Planning Department
London Borough of Camden
Camden Town Hall
Argyle Street
London, WC1H 8ND


26 FEB 2007

Dear Sirs,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT ON THE SITE OF NO. 23A, 23B AND LAND ADJOINING NO. 23A AND 23B RAVENSHAW STREET, LONDON, NW6 1NP

ON BEHALF OF MR CHRIS TAYLOR

On behalf of our client, Mr Chris Taylor, we enclose a full planning application for residential development at the above site. The planning application proposes the demolition of 2 no. existing dwellings and the redevelopment of the site to comprise 12 no. apartments with associated parking spaces and amenity space.

Ten copies of each of the following documents are submitted:

- Completed application forms, Certificate B and an Agricultural Holdings Certificate;
- A Drawing, Report and Images Schedule and four copies of all of the drawings, reports and images listed on the schedule;
- A Site Location Plan, edged in red (ref. JLG0763-01); and
- A planning application fee of £3,180.

Description of the Proposal Site and Surrounding Context

The proposed application site comprises a two-storey end of terrace which was subdivided in the 1970's to form 2 no. flats and an area of hard standing, used for car parking by the occupants of No. 23a and 23b Ravenshaw Street. This area of hard standing has since been used for car parking.

Ravenshaw Street comprises of two-storey terraced houses, within a wider residential area. The proposed application site comprises a gap between the existing houses along the street.

The proposal site is within 500 metres of Kilburn Tube Station on the Jubilee Line; and within 600 metres of Brondesbury Train Station which runs between Euston and Watford mainline stations. West Hampstead Railway Station and Tube Station are also within 500m of the application site. West Hampstead Railway Station provides services to centres including Richmond, Camden, Highbury and Luton. West Hampstead Tube Station is situated on the Jubilee Line, with services running between Stanmore and Stratford.

Application Proposal

This proposal is for the development of the site to provide 12 no. flats, comprising 3 no. studio apartments, 1 no. one-bed flat, 5 no. two-bed flats and 3 no. three-bed flats. Each apartment has a balcony, which equates to a total of 43sqm across the development. This is in addition to a private roof terrace for the one-bed flat on the third floor and gardens for the three flats situated at basement and ground floor levels.

The height of the proposed development has been carefully considered. The ridge height of the proposal steps down from east to west across the proposal site, to reflect the heights of the adjoining development and the slope of the street. For your ease of consideration, the proposal has been shown in the context of the neighbouring properties on drawing ref. 1386-11 and on the photomontages.

The design of the proposed development has also been given careful consideration. The proposal provides a high quality design, using materials and finishings to reflect the existing streetscene. These are also in keeping with the overall design approach approved by your Council in July 2006 at no. 22 Ravenshaw Street (LPA Ref. 2006/2388/P). The development comprises a pitched roof; with windows in the roof space, designed to assimilate with the front dormers incorporated into a number of properties along the street. In addition, the proposed location and shape of the balconies have been designed to reflect the shape of the bay windows within the adjoining properties.

Car parking is provided at basement level and will be accessed via a hydraulic scissor lift or similar. We can confirm that noise levels from the lift motor, prior to sound insulation, will not be above 70db, considered to be in the decibel range of persons talking. Additionally, the motor will be heavily sound insulated and siting in an underground concrete pit towards the core of the development, some 4-5 metres below ground level, producing a considerable reduction from the original 70db level. It should be noted that the motor is active only when the platform is being raised, the platform/vehicle is lowered quickly, by gravity alone. Mechanical noise levels and vibration arising from such a lift mechanism in operation, within the shaft, are described by the manufacturer as negligible. Such mechanisms are now common place in the residential environment and therefore, we consider that this will not have a detrimental impact on adjoining occupiers or future residents of the proposed apartments.

Secure cycle parking for 15 cycles will be provided in the basement; and refuse storage will be provided at the rear of the lift shaft, at ground floor level.

The materials and finishes are a matter for negotiation during the planning application process and should be agreed in the form of a planning condition at the decision stage. It is not appropriate at this stage to submit a full schedule of materials and finishes.

Planning Policy Context

The relevant development plan comprises the adopted London Plan (2004) and the adopted Camden Unitary Development Plan (UDP) (2006).

The proposal site is not designated within the adopted UDP (2006).

We acknowledge that housing is the priority use of the UDP. The proposal would provide a net increase in residential accommodation on the site of 10 units. This accords with Policy H1: New Housing.

Policy B1: General Design Principles, relates to the design of infill developments. The policy requires any development to have regard to adjoining building lines, heights, plot widths, parapet lines and other elevational detailing and materials. The design, which incorporates a stepped ridge height across the proposal site, has been designed to assimilate with the existing streetscene. The block has been divided to appear as though it is in two parts. These parts are similar in width to the existing houses along the street and gives the impression that the visual rhythm is echoed along the street frontage.

As described above, other elevational detailing, for example the inclusion of balconies to reflect the inclusion of bay windows on neighbouring properties, and materials reflect the streetscene. We therefore consider that the proposal accords with this policy.

The new building incorporates velux windows to take advantage of the roof space. This reflects some other properties within the street, where minor alterations to the roof have been completed.

Policy HG8 relates to housing mix. We also understand that a recent Housing Need Survey identified a need for smaller units as well as for larger, family sized, units. This proposal provides a full mix of units and therefore complies with this policy.

The Council's Supplementary Planning Guidance (July 2002) details the internal space standards required for residential dwellings. The guidance requires all rooms to be an adequate size, shape, height and arrangement, with natural light to enable these to function for the purpose which they are intended. The guidance requires all habitable rooms to have a minimum head room of 2.3 metres, including at basement and attic level. Each of the units accord with the Council's guidance which requires a net floor area of 32sqm, 48sqm and 61sqm for dwellings accommodating 1, 2 and 3 persons respectively.

All of the new residential units would have a balcony, and 4 no. of the 12 no. units would have additional private amenity space, either in the form of a terrace or garden. The garden areas provided at ground and basement level are provided for the larger units. This accords with the Council's Supplementary Planning Guidance (July 2002), which seeks private amenity space for family sized units.

Policy SD6 relates to amenity for occupiers and neighbours. Given that the new building would essentially be the same height and bulk as the existing and seeks to restore the streetscene to its former scale and bulk there would be an immaterial impact on the availability of light to adjacent occupants.

The development would not result in any undue overlooking of neighbouring residential properties.

There is considered to be good daylighting and sunlighting levels in all habitable rooms of each of the units.

Policy T7 relates to residential parking standards. The policy requires a maximum of 1 car parking space per dwelling. Policy T3 requires secure cycle parking provision at a ratio of 1 space per dwelling and 1 visitor space. The site is located within a Controlled Parking Zone (CPZ), with identified parking stress. Consequently, parking provision is proposed on-site, so not to increase parking congestion in the locality. However, given the proximity of the proposal site to public transport routes and other services and facilities, we do not feel that there is justification to provide car-parking at a ratio of the maximum standard of 1 space per dwelling 50% car parking is therefore proposed. This is in line with Government guidance and the London Plan. (This provision will be located within the basement, as indicated on drawing ref. 1386-10 Rev B).

RPS

We trust that the application can be registered swiftly, and we look forward to liaising with you further following registration and consultation of the application. However, if there is anything further that you require, please do not hesitate to contact me.

Yours faithfully,


CARLY VINCE
Senior Planner

Enc.

c.c. Chris Taylor
Phillip Harman - P & R Associates