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80 CRICKLEWOOD BROADWAY,
LONDON,
NW2. 3EP.

**APPLICATION FOR PLANNING PERMISSION FOR
ERECTION OF TWO-STOREY EXTENSION TO PROVIDE
THREE RESIDENTIAL FLATS.**

PLANNING, DESIGN & ACCESS STATEMENT

**FOR
MAINFORD ESTATES LTD.**

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1.0 ASSESSMENT: Context of the site & its surroundings

Physical

- 1.1 The site which is the location for the proposed development is situated immediately to the rear of and abutting No.80 Cricklewood Broadway. No.80 is situated on the eastern side of Cricklewood Broadway on the corner with Ebbsfleet Road, at its western extremity and on its southern side.**
- 1.2 No.80 Cricklewood Broadway has a frontage of approximately 6 metres and a depth of roughly 26 metres, giving an overall site area of approximately 156 square metres.**
- 1.3 The building, which at present occupies the site, comprises a ground floor retail shop with associated storage rooms immediately to the rear of this commercial floorspace.**
- 1.4 Residential accommodation exists immediately to the rear of this commercial use facing toward Ebbsfleet Road. A ground floor single-storey detached building is located to the rear of No.80, also facing towards Ebbsfleet Road.**
- 1.5 Residential accommodation is also found on the first and second floors of the premises, both within the main body of the building and the back addition.**
- 1.6 Access to the commercial part of the premises is located immediately on the corner of the property at the junction of Cricklewood Broadway and Ebbsfleet Road. Access to the residential accommodation, both within the main body of the building, rear addition and the detached structure to the rear, is taken directly off Ebbsfleet Road.**
- 1.7 The existing ground floor comprises retail shop to Cricklewood Broadway frontage, with five associated commercial rooms, accessed solely from the retail property.**
- 1.8 The residential accommodation at this level comprises a living room, kitchen area, bedroom and bathroom. In the detached building to the rear is one large L-shaped room with a bathroom and w.c. leading off this room.**
- 1.9 On the first floor of the property there are three separate habitable rooms; the tow larger rooms within the main body**

of the building possessing en-suite facilities. The third room is located to the rear of the back addition

- 1.10 On the second floor of the property there is a self-contained unit (Room No.7, as shown on the submitted plan No.0621B/Drwg/EP/02A). Room No.7 comprises a living room with kitchen area and has a large bedroom and bathroom en-suite.
- 1.11 There is also another living room, (Room 8) with kitchen area and bathroom en-suite. A further habitable room, (Room 5 on the aforementioned drawing), is found to almost the full length of the back addition at this level.
- 1.12 Although both the main body of the building and the back addition are three-storeys in height, there is a distinct physical difference in height of these two parts of No.80 and a visual difference in style and design.
- 1.13 The main body of the building and the back addition both have double-pitched roofs with gables facing front and rear but the main building has a high parapet wall along the flank and front elevations, hiding and enclosing the pitched roof structure.
- 1.14 The back addition, however, has no parapet wall and the pitched roof is quite visible from street level with gable to rear elevation and at a lower level than the main building.
- 1.15 The detached structure to the rear of the premises is single-storey in height with double-pitched roof and gable facing Ebbsfleet Road. This existing structure looks rather incongruous adjacent to the much higher back addition and main building of No.80 Cricklewood Broadway.
- 1.16 The area immediately surrounding the application site is of mixed character, with residential properties along both sides of Ebbsfleet Road and commercial properties on the ground floor level in Cricklewood Broadway with residential accommodation on the upper floors.
- 1.17 The properties within Ebbsfleet Road are mainly of semi-detached nature, with flats immediately opposite the application premises of extremely similar bulk, form, style and provision as that proposed within this planning application.

- 1.18 The dwellings immediately to the rear of the site, in Ebbsfleet Road are two-storeys in height, similar to that proposed within the application submission.
- 1.19 The application site does not lie within any designated conservation area and the premises are not a listed building.
- 1.20 Several London Transport bus services pass directly in front of No.80 Cricklewood Broadway and bus stops in both directions are a few metres from the application site, providing quick and easy access to the centre of London and out of the City.

Social

- 1.21 The proposed two-storey development as an extension to the rear of No.80 Cricklewood Broadway will provide for three additional residential units upon the site.
- 1.22 This will clearly provide a benefit to the neighbouring occupants by allowing additional occupants within the immediate vicinity resulting in greater social interaction within the locality as well as increased level of supervision and monitoring of the immediate locale providing increased level of security.
- 1.23 All of the proposed flats within the building will be one bedroom units providing accommodation for young single persons/young couple who desire to live in a town centre location within easy reach of local facilities and good transport facilities.
- 1.24 The proposed development will thus serve to benefit the community by adding to the number of often neglected small single person/couple units of accommodation available within the Borough as a whole and specifically within the immediate area.

Economic

- 1.25 The proposed extension development at the premises, resulting in three additional single bedroom dwellings will clearly benefit the community by adding to the housing stock within the Borough and specifically within the immediate locality.

- 1.26 The increased occupancy of the premises and site will serve to benefit local retail and commercial businesses within the area and provide a permanent increase in the rateable income within the community benefiting the Local Authority and the residents within the Borough.
- 1.27 The increased residential occupancy will thus serve to benefit the commercial viability and vitality of the immediate area by increasing the local population and thereby the number of potential customers to local shops and resulting in encouraging interest and investment within the local commercial area.

Planning Policy Considerations

- 1.28 The relevant development plan is the London Borough of Camden Unitary Development Plan (UDP), which was adopted earlier this year, (2006). This document provides the statutory framework to guide development and protect and enhance the environment of Camden over a period of 5 to 10 years. It also sets out the Council's planning policies and forms the basis on which the Planning Authority makes its decisions on planning applications.
- 1.29 However, as a result of changes to the planning legislation, the new UDP will now be a part of the 'Camden Local Development Framework', (LDF). On 13th May 2004 the 'Planning and Compulsory Purchase Act' received Royal Assent.
- 1.30 This new legislation changes the type of Development Plan required for Camden. The new Unitary Development Plan will have become a 'saved document' under the Camden LDF for the three years following the inception of the P&CP Act, (i.e. until September 2007).
- 1.31 During this interval the UDP will continue to apply to the Borough but over time it will be replaced by new LDF documents being produced by the Camden Planning Policy team.
- 1.32 As well as the specifically Local Council Policies, which restrict and shape development within the Borough, there are those contained within the London Plan, produced by the Greater London Authority in 2004, that are equally as relevant to development within the Borough.

- 1.33 In addition to specifically local policies and the London Plan, there are several Central Government Guidance notes that are relevant to this proposal.
- 1.34 To prevent this statement becoming excessive in length and over-detailed, the pertinent policies contained within the London Plan are contained within Appendix 2 and Central Government Guidance is included as Appendix 3.
- 1.35 There are numerous policies that have been produced by the Local Planning Authority that are considered to be relevant to the proposed residential development. Those considered to be specifically pertinent to the proposed development are listed below, at paragraphs 1.36 – 1.65

Local Planning Policy

Camden Unitary Development Plan

- 1.36 The Camden UDP was adopted earlier this year, (2006) and contains detailed planning policies which are taken into account when the Council considers any development within the Borough.
- 1.37 The Unitary Development Plan will be considered as part of the new Camden Local Development Framework until 2007 and will until then form the basis on which to decide planning applications, along with references to the London Plan. It is intended to list the relevant policies from the Adopted UDP and the London Plan to provide an acknowledgement to all policies relating to the proposed development.

Residential Accommodation

A) Camden UDP

- 1.38 Policy (Strategic) S4 states:-

The Council will seek to provide housing to meet strategic housing needs. It will seek to secure net additions to the housing stock wherever possible and retain existing permanent residential accommodation. Housing is the priority use of the UDP.

1.39 Policy H1 - New housing states:-

The Council will seek to meet and exceed the strategic housing target for the Borough. The Council will grant planning permission for development that increases the amount of land and floorspace in residential use and provides additional residential accommodation, provided that the accommodation reaches acceptable standards. The Council will seek to secure the fullest possible residential use of vacant and underused sites and buildings, and may require suitable sites to be developed for primarily or wholly residential use.

1.40 Policy H7 - Lifetime homes and wheelchair housing, states:-

The Council will encourage all new housing developments, including changes of use and conversions, to be accessible to all. All new housing should be built to 'Lifetime Homes' standards and ten per cent of new housing should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The Council will grant planning permission for proposals designed to improve existing properties to make them suitable for people with disabilities.

1.41 Policy H8 - Mix of units, states:-

The Council will only grant planning permission for residential development that provides an appropriate mix of unit sizes, including large and small units. The Council will consider the mix and sizes of units best suited to site conditions and the locality, and the requirements of special needs housing.

B) The London Plan

1.42 Policy 3A.1 Increasing London's supply of housing

The Mayor will seek the maximum provision of additional housing in London towards achieving an output of 30,000 additional homes per year from all sources. Housing provision up to 2006 will be monitored against a minimum target of 23,000 additional homes per year, and the borough targets

The Mayor will promote policies that seek to achieve and to exceed this target.

1.43 Policy 3A.2 Borough housing targets

UDP policies should:

- seek to exceed the figures in Table 3A.1 and to address the suitability of housing development in terms of location, type of development and impact on the locality
- identify new sources of supply having regard to:
- major development in Opportunity Areas and in the London parts of the Thames Gateway and London-Stansted-Cambridge growth areas and redevelopment of low density commercial sites to secure mixed use residential development
- change of use of unneeded industrial/employment land to residential or mixed use development
- redevelopment in town centres, suburban heartlands and small scale residential infill
- intensification of housing provision through development at higher densities particularly where there is good access to public transport

1.44 The proposed development clearly accords with the policies concerning increasing London's supply of housing and the Borough housing targets by providing an appropriate increase in the supply of residential accommodation upon the site and resulting in no detrimental affect upon the amenity of any interest of acknowledged importance.

Parking Standards

A) Camden UDP

1.45 Policy T1 - Sustainable transport states:-

A - Sustainable transport development

The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The Council will not grant planning permission that would be dependent on travel by private motor vehicles.

B - Transport Assessments

The Council will require applicants to provide a Transport Assessment in support of any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.

C - Travel plans

The Council will require applicants to provide a Travel Plan to manage travel arising from any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.

D - Clear Zone Region

In the Clear Zone Region, the Council will only grant planning permission for development that significantly increases travel demand where it considers that appropriate measures to minimise the transport impact of development are incorporated.

1.46 Policy T2 - Capacity of transport provision states:-

The Council will only grant planning permission for development where it considers that all forms of travel associated with the development can be accommodated by:

- a) the capacity of the existing transport provision; or
- b) the capacity of planned transport provision that has fully secured funding and a firm start date; or
- c) additional capacity and/or demand management measures directly related in scale and kind to the development, to be funded by the developer, and designed to cause minimum environmental harm.

The Council will consult Transport for London where appropriate and will consider capacity taking into account the cumulative effect of all development proposals on transport provision.

1.47 Policy T7 - Off-street parking, city car clubs and city bike schemes states:-

The Council will only grant planning permission for development that complies with the Council's Parking Standards. Where off-street parking is permitted in accordance with the standards, the Council will encourage the provision of electric vehicle charging equipment.

The Council will encourage the provision of city car clubs and city bike schemes as an alternative to private off-street parking.

1.48 Policy T8 - Car free housing and car capped housing states:-

The Council will grant planning permission for car free housing in areas of on-street parking control. The Council will particularly seek car free housing or car capped housing in the following locations:

- a) the Central London Area;
- b) the King's Cross Opportunity Area;
- c) Town Centres; and
- d) other areas within Controlled Parking Zones that are easily accessible by public transport.

For car free housing and car capped housing, the Council will:

- e) not issue on-street residential parking permits;
- f) use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
- g) not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

1.49 Policy T9 - Impact of parking states:-

A - Impact of on-street parking

The Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand.

B - Impact of off-street parking

The Council will not grant consent for off-street parking that it considers causes harm to highway safety, requires detrimental amendment to existing or proposed Controlled Parking Zones, or harms the setting of a building or the surrounding area. The Council will consider:

- a) any likely obstruction of the pavement;
- b) sightlines for emerging vehicles;
- c) the impact on demand on Controlled Parking Zones and on-street parking;
- d) the contribution the existing forecourt, garden, trees and means of enclosure make to the visual appearance of the area;
- e) the cumulative visual impact of on-street and off-street parking in the area; and

- f) the nature and extent of any landscaping, surfacing or other improvement works which may be proposed to offset any adverse visual impact.

1.50 Parking Standards

C3 - RESIDENTIAL DEVELOPMENT (dwellings)

Vehicle Type	Standard
Cycles	Residents - 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors - from threshold of 20 units, 1 space per 10 units or part thereof.
People with disabilities	Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Low provision area: maximum of 0.5 spaces per dwelling. Rest of Borough: maximum of 1 space per dwelling.

B) The London Plan

1.51 Policy 3C.22 Parking strategy

The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people.

1.52 Table A4.2: Maximum Residential Car Parking Standards

Predominant housing type	Detached and semi-detached houses	Terraced houses & flats	Mostly flats
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Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit	1 to less than 1 space per unit*
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* Flat developments in areas of good public transport accessibility and/or town centres should aim for less than 1 space per unit. The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on site or convenient dedicated on-street spaces, are identified for occupants.

Design & Access Issues

A) Camden UDP

1.53 Policy B1 - General design principles states:-

The Council will grant planning permission for development that is designed to a high standard. Development should:

- a) respect its site and setting;
- b) be safe and accessible to all;
- c) improve the spaces around and between buildings, particularly public areas;
- d) be sustainable by promoting energy efficiency and efficient use of resources;
- e) be easily adaptable to changing economic and social requirements;
- f) provide appropriate high quality landscaping and boundary treatments; and
- g) seek to improve the attractiveness of an area and not harm its appearance or amenity.

In assessing how the design of a development has taken these principles into account, the Council will consider:

- h) building lines and plot sizes in the surrounding area;
- i) the existing pattern of routes and spaces;
- j) the height, bulk and scale of neighbouring buildings;
- k) existing natural features, such as topography and trees;
- l) the design of neighbouring buildings;
- m) the quality and appropriateness of detailing and materials used;
- n) the provision of visually interesting frontages at street level; and
- o) the impact on views and skylines.

In exceptional circumstances, to re-establish cohesive building groups in areas of high design quality, the Council will only grant planning permission for new in-fill development that is designed as an authentic reconstruction of the missing building.

Applicants should submit a 'design statement' with proposals for large scale developments and for sites in prominent or sensitive locations.

1.54 Policy B3 - Alterations and extensions states:-

A - Alterations and extensions

The Council will not grant planning permission for alterations and extensions that it considers cause harm to the architectural quality of the existing building or to the surrounding area. The Council will consider whether:

- a) the form, proportions and character of the building and its setting, including the garden and nearby trees, are respected;
- b) extensions are subordinate to the original building in terms of scale and situation;
- c) original features are retained or restored;
- d) high quality materials that match or complement existing materials are used;
- e) unsympathetic alterations or extensions are removed or improved;
- f) the architectural integrity of the existing building is preserved; and
- g) building services equipment is appropriately located.

B - Townscape features

Where it considers it would cause harm to the appearance and setting of a building or the established character of the surrounding area, the Council will not grant consent for:

- a) the infilling or covering of front light wells;
- b) excavation to create new basements; or
- c) the inappropriate alteration and replacement of boundary enclosures.

B) The London Plan

1.55 Policy 4B.1 Design principles for a compact city

The Mayor will, and boroughs should, seek to ensure that developments:

- maximise the potential of sites
- create or enhance the public realm
- provide or enhance a mix of uses
- are accessible, usable and permeable for all users
- are sustainable, durable and adaptable
- are safe for occupants and passers-by
- respect local context, character and communities
- are practical and legible
- are attractive to look at and, where appropriate, inspire, excite and delight
- respect the natural environment
- respect London's built heritage.

These principles should be used in assessing planning applications and in drawing up area planning frameworks and UDP policies. Urban design statements showing how they have been incorporated should be submitted with proposals to illustrate their design impacts.

1.56 The proposal has been carefully designed to ensure that it respects the appearance and setting of the existing and proposed neighbouring properties and the locality whilst also responding positively to the site's location and the surrounding townscape.

1.57 The scale and massing of the proposal is considered to respond positively to the prevailing urban form while also taking the opportunity of enhancing the architectural interest of the immediate locality and adjacent properties. The proposal has been sensitively designed to complement the character of the buildings to the frontage of the site whilst providing a positive symbol of regeneration in the area.

Sustainability

A) Camden UDP

1.58 Policy SD1 - Quality of life states:-

A - Sustainable communities

The Council will seek to ensure that development fosters sustainable communities. In determining applications for planning permission, the Council will therefore take into

consideration the special needs and characteristics of individual areas and communities.

B - Regeneration

The Council will seek to promote the regeneration of areas in need of environmental, physical, social or economic renewal.

C - Access for all

The Council expects all new development to meet the highest standards of access and inclusion. The Council will require development of buildings and spaces that the public may use, including changes of use and alterations where practicable and reasonable, to be designed to improve access and use for all.

D - Community safety

The Council will require development to incorporate design, layout and access measures which address personal safety, including fear of crime, security, and crime prevention.

1.59 Policy SD4 - Density of development states:-

The Council will grant planning permission for development that makes full use of the potential of a site and will not grant planning permission for development that makes inefficient use of land. In assessing density, the Council will consider:

- a) the character, scale, amenity and density of the surrounding area;
- b) the nature of the site;
- c) the quality of the design;
- d) the type of development being provided;
- e) the availability of local facilities, services and open space;
- f) accessibility by public transport; and
- g) the potential impact on the local transport network.

High density development will be expected at locations in the Central London Area, Town Centres and other locations well served by public transport.

1.60 Policy SD6 - Amenity for occupiers and neighbours states:-

The Council will not grant planning permission for development that it considers causes harm to the amenity of occupiers and neighbours. The factors the Council will consider include:

- a) visual privacy and overlooking;

- b) sunlight and daylight levels;
- c) artificial light levels;
- d) noise and vibration levels;
- e) odour, fumes and dust;
- f) the adequacy of facilities for storage, recycling and disposal of waste; and
- g) microclimate.

B) The London Plan

1.61 Policy 2A.1 Sustainability criteria

The Mayor will use the following criteria in developing Sub-Regional Development Frameworks (see Chapter 5) and when considering UDPs and planning applications referred to him:

- optimising the use of previously developed land and vacant or underused buildings (see Chapter 3, Parts A and B and Chapter 4, Part B)
- using a design-led approach to optimise the potential of sites (see Chapter 4, Part B)
- ensuring that development occurs in locations that are currently, or are planned to be, accessible by public transport, walking and cycling (see Chapter 3, Part C)
- ensuring that development occurs in locations that are accessible to town centres, employment, housing, shops and services (see Chapter 3, Part D)
- ensuring that development takes account of the capacity of existing or planned infrastructure including public transport, utilities and community infrastructure, such as schools and hospitals (see Chapter 3, Part A and C)
- taking account of the physical constraints on the development of land, including, for example, flood risk, ensuring that no significant harmful impacts occur, or that such impacts are acceptably mitigated (see Chapter 4, Part A)
- taking account of the impact that development will have on London's natural resources, environmental and cultural assets and the health of local people (see Chapter 3 Parts A and D and Chapter 4, Parts A and B)
- taking account of the objectives of preventing major accidents and limiting their consequences (see Chapter 4, Parts A and B)
- taking account of the suitability of sites for mixed use development and the contribution that development

might make to strengthening local communities (see Chapter 3, Parts A and B, and Chapter 4, Part B).

UDP policies should clarify that, when assessing the suitability of land for development, the nature of the development and its locational requirements should be taken into account, along with the above criteria.

1.62 The proposed development for 80 Cricklewood Broadway complies in all respects with the objectives and policies of the Council's Adopted Unitary Development Plan and with those of the London Plan and fully embraces current National Planning Guidance and good practice.

1.63 The proposal especially accords with specific tenets of sustainability benefits, which include the following:

- encouraging more sustainable patterns of travel by reducing the need for people to travel by providing more intense use residential developments within town centre locations.
- reducing people's desire to travel by unsustainable means, by encouraging them to use convenient public transport facilities and discouraging the use of the private car by providing no additional parking facilities;

Policy Summary

1.64 The proposed development at 80 Cricklewood Broadway is an excellent example of regeneration which fully embraces the Council's Local Policies and those of the London Plan as well as the current planning agenda expressed through National Planning Policy Guidance and Planning Policy Statements.

1.65 The proposed residential accommodation is considered-ideally suited to fulfil the objectives of the Council's policies to meet the needs of the local area and to accord with the advice and requirements of Central Government with regard to providing sustainable development. The proposal is therefore in accordance with existing local and regional policy (London), embracing best practice regarding detailed design and mixed land use issues.

2.0 EVALUATION

- 2.1** The existing property comprises a three-storey building with retail use to the front on the ground floor and residential accommodation to the rear within the property and within a detached building to the rear of the site. Residential accommodation is also found to the first and second floors of the building.
- 2.2** The single-storey building towards the rear of the site and fronting onto Ebbsfleet Road is visually rather incongruous and out of sympathy with any of the immediately neighbouring buildings. However, it has been used for residential occupation for some considerable time and has established the use in this specific location.
- 2.3** The single-storey structure provides for an inefficient and underproductive use of this specific part of the premises at the same time as being visually incompatible with the adjoining properties.
- 2.4** There is clearly the opportunity to provide an improved and increased level of accommodation in line with Central Government guidance to provide increased levels of residential accommodation on 'Brownfield Sites' such as this, within town centre locations and with good access to public transport and shopping/leisure facilities.
- 2.5** Within this part of Ebbsfleet Road the use is predominantly residential in nature with a commercial/retail element around the corner in Cricklewood Broadway. Residential use strongly predominates in all of the immediately parallel surrounding roads and, therefore, the continued but increased use as a residential property is clearly the only use that is appropriate for the premises.
- 2.6** Residential use is also the only one that will comply sympathetically with the immediately adjoining and adjacent properties and not detrimentally affect the amenity of any neighbouring resident.
- 2.7** Any redevelopment, refurbishment or conversion that is proposed must pay attention to the amenity of the neighbouring residents within the adjoining properties of Ebbsfleet Road and those within the ground, first and second floors of 80 Cricklewood Broadway itself.

3.0 DESIGN

Use

- 3.1** This document is submitted to accompany a planning application for the redevelopment of the area immediately to the rear of 80 Cricklewood Broadway, to provide a two-storey development comprising two self-contained flats, one 2 bed and one 1 bed unit.
- 3.2** One bed-sit unit is also to be added to the existing residential accommodation within the 'House in Multi-occupation,' which is found to the immediately to the rear of the retail premises fronting Cricklewood Broadway and on the floors above this commercial property.
- 3.3** Residential accommodation is also provided within the roof floor level of the new structure, facilitated by the provision of small 'bonnet style' dormer windows within the roof in the flank and front elevations and producing no problem of overlooking of anyone.
- 3.4** One of the proposed units is a single bedroomed flat, intended to provide accommodation for a young, single person/couple with a job/jobs within London.
- 3.5** The second flat is a two bedroomed unit also intended for a young couple with greater need for space, perhaps with a baby or a very young child.
- 3.6** The third unit to be provided is a single person bed-sit, which will add to the accommodation already extant within the upper floors above the retail premises.
- 3.7** No additional off-street car parking spaces are shown on the proposed plans, as it is strongly contended that, due to the exact location of the proposed flats, within a few metres of a busy and frequently serviced public transport bus route, their accessibility is perfectly adequate for the target occupiers of the individual units.
- 3.8** The expected future occupants of the proposed flats are unlikely to be in a financial position to be able to purchase a private motor vehicle. The places of employment of persons electing to live in such a location will most likely be easily and readily reached by public transport, with a bus stop within

extremely close proximity of the application premises in either direction.

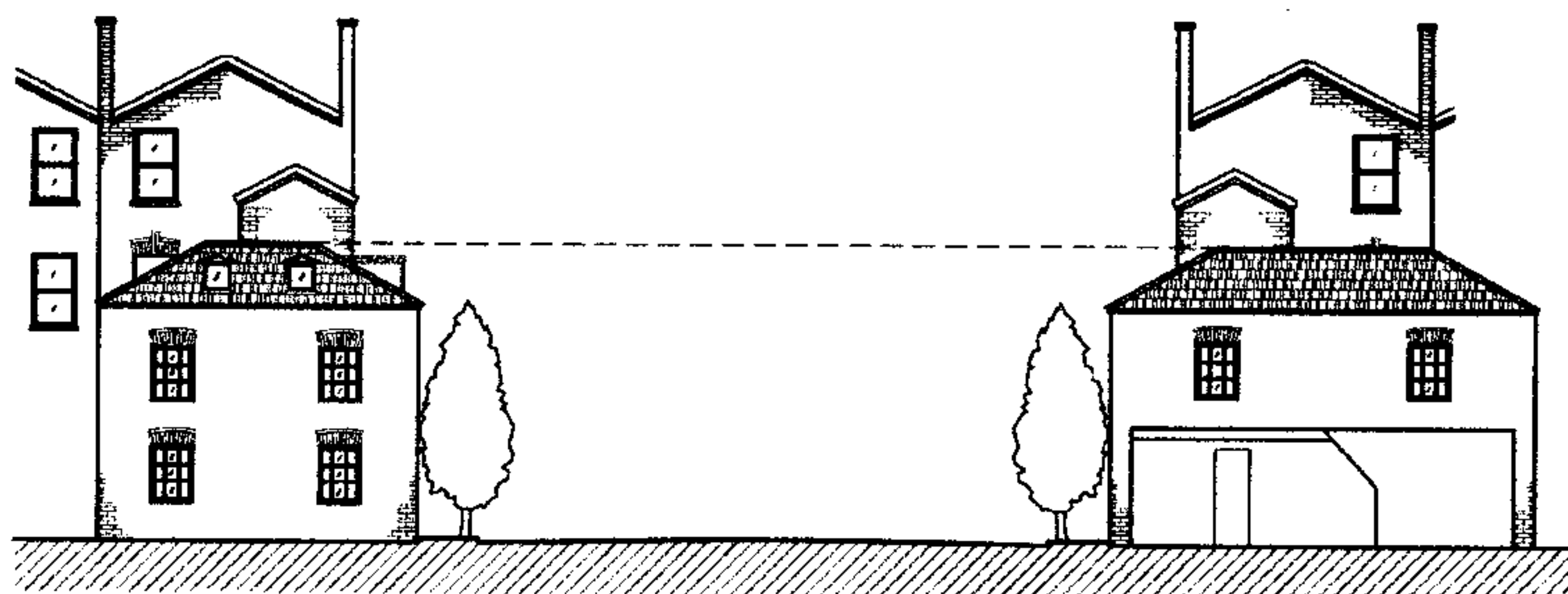
- 3.9 The redevelopment offers the chance to bring this site into modern, sustainable residential use in addition to the ground floor commercial use. The proposal will provide for a far more efficient and effective use of the land, resulting in a greater intensity of use upon the site and a density of accommodation far more in line with the advice given by Central Government in Planning Policy Guidance Notes 3: Housing & 13 Transport, as well Planning Policy Statement 1: Sustainable Development.
- 3.10 The proposal will result in the creation of modern residential accommodation, well suited to the needs of modern single person/couple units and thereby enhancing the desirable housing stock within the immediate area.
- 3.11 The submission would result in a development that accords with the Governments desire to provide for as much additional residential accommodation upon urban 'Brownfield sites' without adversely affecting the amenity of anyone or of the immediate area in general.
- 3.12 As well as national policy, the additional residential accommodation will accord with the Local Authority's policies with regard to the provision of additional housing stock within the Borough and similar policies of the London Plan.
- 3.13 The additional residential accommodation will additionally comply with the requirements of sustainable development in locating such accommodation in close proximity to shopping and leisure facilities and transport links and in such a town centre location.
- 3.14 The reuse of a Brownfield site is obviously in strict accord with the clear Central Government guidance with regard to sustainable development and the maximisation of use in such a location as this town centre situation, as well as the reuse and refurbishment of old sites.

Amount

- 3.15 The proposed development involves the erection of a two-storey extension to the rear of 80 Cricklewood Broadway that

faces onto Ebbsfleet Road. The proposal will provide for three residential units, two flats and one bed-sit.

- 3.16 Although the structure will only be two-storeys in height, there will be three levels of accommodation facilitated by the use of small dormer windows in the front and flank roof elevations of the proposed structure.
- 3.17 The proposed development will involve the removal of the existing single-storey structure which comprises residential accommodation in a form that does not relate well to neighbouring properties and its replacement by appropriately designed extension to the side/rear of the existing building.
- 3.18 The extension structure will be some 7.25 metres rearward of 80 Cricklewood Broadway and widthways across the Ebbsfleet Road frontage.
- 3.19 The structure will be some 7 metres in depth from the Ebbsfleet Road frontage. The rear wall of the building will extend from the existing party wall line between the extant building and the immediately abutting building along the Cricklewood Broadway frontage.
- 3.20 The proposed rear elevation is shown immediately below, as well as that of the property immediately opposite within Ebbsfleet Road, to enable ease of comparison of the two properties and an aid to understanding the comments made above.



Proposed REAR ELEVATION Property

Neighbour REAR ELEVATION

- 3.21 As may be seen by reference to the proposed rear elevation, shown immediately above, the height of the proposed development is exactly the same as that of the building immediately opposite and similarly lower than that of the extant back addition to the main premises.
- 3.22 The proposed development will be an extremely similar, almost mirror image development to that provided on the immediately opposite site within Ebbsfleet Road. The proposed structure within this development will, however, not be as deep from the Ebbsfleet Road frontage as the structure on the opposite side of the road.

Layout

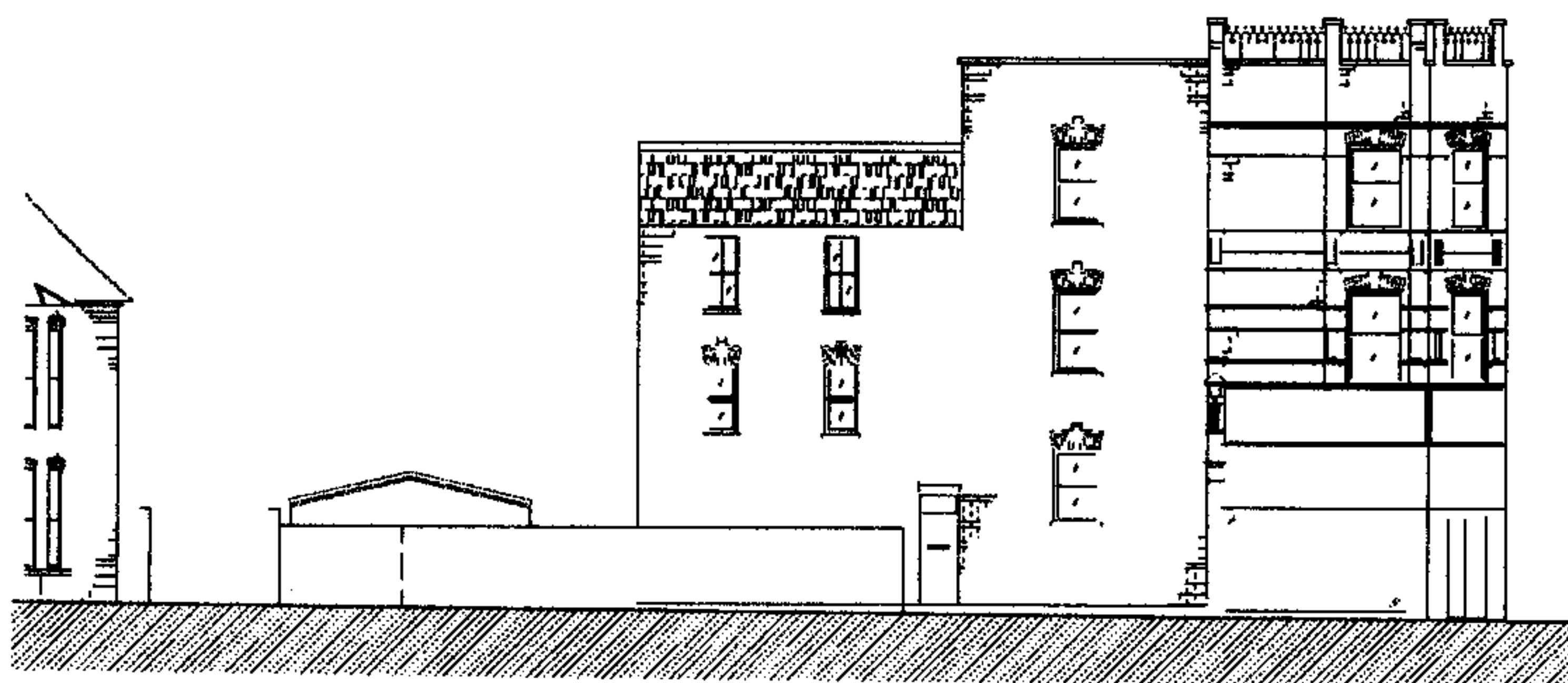
- 3.23 The side/rear extension will be to ground and first floor of the premises, with additional accommodation in the proposed roof space.
- 3.24 On the ground floor flat No.1 will be a one bedroom unit. This flat leads directly off the entrance hallway immediately behind the common main entrance door to flats No's 1 & 3.
- 3.25 The flats' entrance lobby provides centrally located access to all rooms comprising a living room, separate kitchen, bedroom and a bathroom.
- 3.26 At first floor level there will be the entrance to a two bedroom maisonette. On this level will be a living/dining room, separate kitchen and a bathroom.
- 3.27 An internal staircase leads up to the roof level of accommodation comprising two bedrooms and a shower room with w.c.
- 3.28 A studio flat or bed-sit unit is to be provided to the rear of the back addition of 80 Cricklewood Broadway at first floor level. This flat, No.2, will comprise bed-sitting room with kitchen area and shower room with w.c. Part of this bed-sit unit will comprise the existing room to the rear of the back addition.

Scale

- 3.29 To the immediate left of the proposed development there are a pair of semi-detached properties with a scale and overall

height much greater than that of the existing residential building upon the rear of the site comprising 80 Cricklewood Broadway.

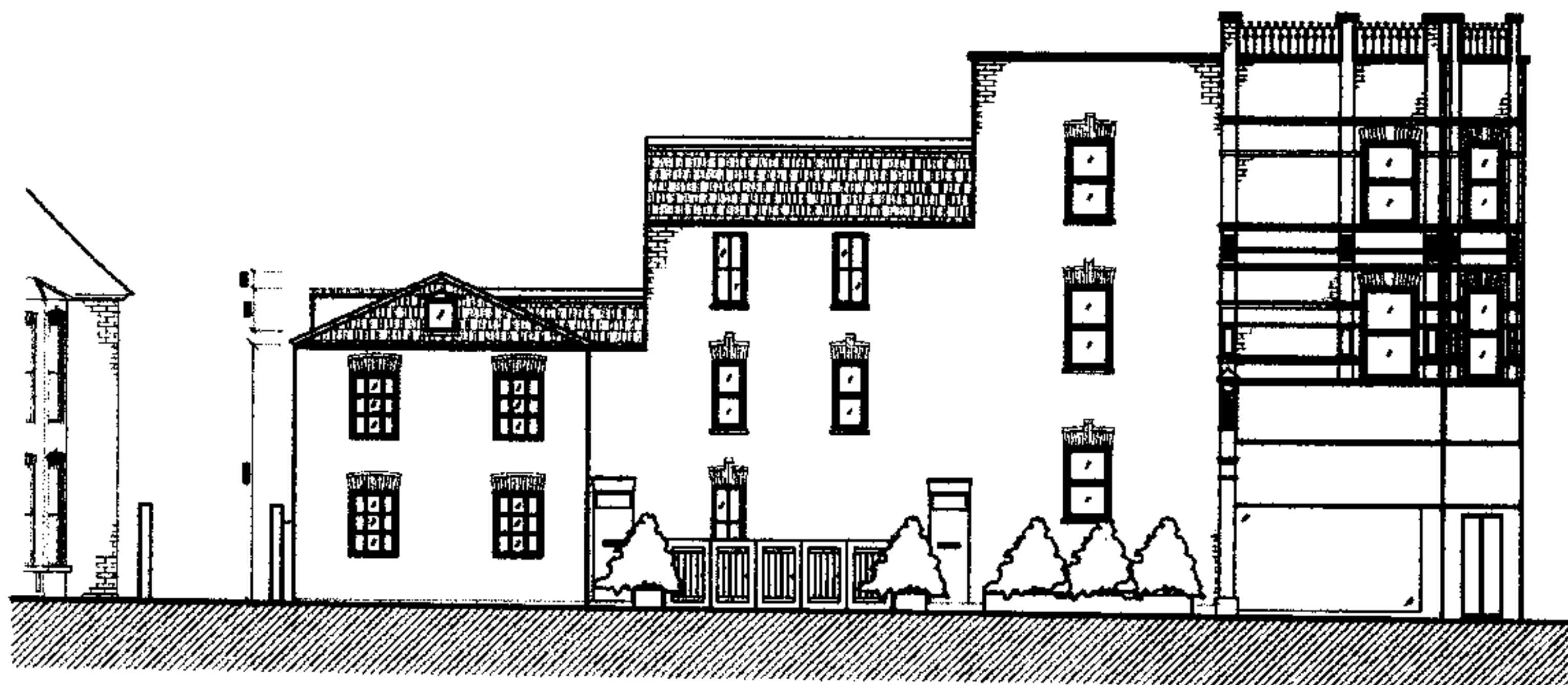
- 3.30 To the immediate right of frontage of the existing single-storey residential structure is the back addition of No.80 Cricklewood Broadway. This back addition, although being lower in height and smaller in bulk than the main body of the building is still much higher and bulkier than the single-storey building which houses residential accommodation.
- 3.31 The existing single-storey structure and the much greater scale of both immediately neighbouring properties can be readily appreciated by reference to the existing side elevation drawing shown directly below.



Existing SIDE ELEVATION

- 3.32 The proposed development will address this visual and physical anomaly with regard to scale and bulk and will provide a more sympathetic and appropriate building on this part of the site.
- 3.33 The extension building will provide a far more gradual visual step down from the bulk of the back addition compared to the sudden jump down in scale of the extant building and adjacent properties.

- 3.34 The proposed building will provide a structure that has an exactly similar scale and relationship to immediately abutting building as does the extremely similar development on the exact opposite side of Ebbsfleet Road.
- 3.35 The proposed extension building and its' appropriate scale can be readily appreciated in the drawing detailed below, showing the 'proposed side elevation.'



Proposed SIDE ELEVATION

- 3.36 As clearly discussed in the paragraphs above, the development involves the provision of a two-storey extension, with the provision of three additional residential units.
- 3.37 The front elevation building line and the minimal overall height for a two-storey building will combine to provide a structure that will have no material adverse impact upon the amenity of the occupants of the immediately neighbouring property to the left of frontage or of the occupants within the host building.
- 3.38 The level of accommodation provided within the proposed development makes use of the physical opportunities and constraints within the site. The accommodation proposed is appropriate for the site and provides a development that enhances the immediate area, both socially and economically.

- 3.39 It is strongly considered that the provision of the number of residential units within the application can provide the optimum amount of accommodation within the site, intensifying the use and providing as sustainable as possible a development on such a 'Brownfield Site,' in a town centre location and without adversely affecting the amenity of any interest of acknowledged importance.

Landscaping

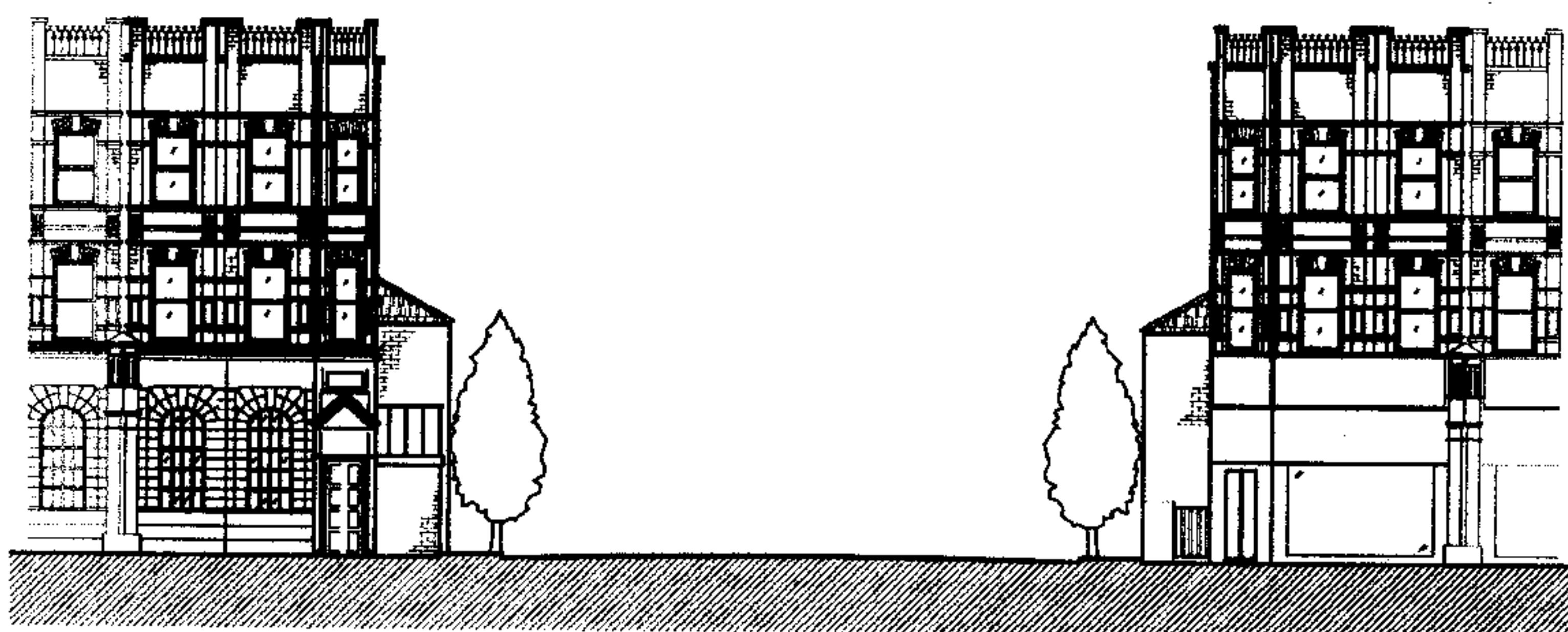
- 3.40 Due to the exact location of the application site, within such an urban, town centre environment, there is no possibility to provide any external private amenity space associated with the use of the premises.
- 3.41 With regard to landscape features and designs to be provided associated with the proposed development, it is quite clear that as the flatted development sits right on the Ebbsfleet Road frontage and has little, if any, useable external space around the periphery of the building, the landscaping considered appropriate, therefore, will be limited in three dimensional physical form and more of a visual matter.
- 3.42 The colour and texture of landscaping immediately in front of the flank elevation of the building, along the Ebbsfleet Road frontage, is of vital importance to produce the overall visual perception of the building within its setting and the street scene.
- 3.43 It is intended, therefore, to provide planting of shrubs and bushes along this elevation to 'soften' the landscaping especially due to its limited physical extent. This soft landscaping will obviously be kept within the land demise of the applicants and not upon the adjacent public footpath.

Appearance

- 3.44 The proposed development will be of extremely similar proportions, style and appearance to the development undertaken at the premises immediately on the opposite side of Ebbsfleet Road.
- 3.45 Not only will the proposed extension building be similar in appearance and proportion, it will be exactly the same in its

location and relationship to the host building, which as with this application, also fronts onto Cricklewood Broadway.

- 3.46 The proposal involves a side extension, (when viewed from the Ebbsfleet Road frontage), on two-storeys to the left of frontage of the existing building. The existing building will remain as is at present but extended.
- 3.47 The extension will duplicate and replicate the architectural details, style, proportions.....etc. of the extension development already undertaken to the building on the directly opposite side of the road. Brickwork will be of second hand stock to exactly match that of the existing structure, as will the roof covering to match exactly the extant roof.
- 3.48 Window-heads will be provided to match as closely as possible those of the fenestration within the host building, as these are of prominent design.
- 3.49 The resultant physical perception of the extended building is one that has been 'added to' in a visually sympathetic manner and which aids the visual transition from the height and bulk of the host building to the pair of semi-detached dwellings to the left of frontage.
- 3.50 The street scene will benefit from a development that provides a homogeneous sense of enclosure at this end of Ebbsfleet Road.



Neighbour FRONT ELEVATION

A View From Cricklewood Broadway To Ebbsfleet Road

Existing Proposed FRONT ELEVATION

- 3.51 The existing retail premises and main residential building would be retained in their entirety, as would the existing back addition and all of the intricate architectural detailing and finishes to the front and flank elevation of the existing building.**
- 3.52 As may be seen from the submitted drawing, detailed immediately above, the front elevation of the premises facing Cricklewood Broadway will remain exactly as it is at present and will retain in entirety the architectural richness of its front and flank elevations.**

4.0 ACCESS

- 4.1** Access to the proposed development, the extension of the existing premises to provide three additional residential flats, will be taken directly off the road immediately in the front of the proposed structure, (Ebbsfleet Road), on whose immediate frontage the building and its site are located.
- 4.2** Two of the flats will have access directly into the new building and the third will have access taken from within the existing back addition, whose access is also taken directly off Ebbsfleet Road.
- 4.3** The short pedestrian access pathways from the back edge of pavement up to the main entrance doors to the ground floor level for all flats will be finished in non-slip surfacing to provide safe and secure footing for the disabled, aged and infirm.
- 4.4** Access for disabled persons, including those in a wheelchair and those with mobility problems, is made available for the ground floor flat, by the provision of level ground/low gradient access to the front entrance door and wide doorways, entranceways and corridors.
- 4.5** Please see 'Proposed Ground Floor Plan on drawing 0621B/Drwg/EP/03A to determine this fact.
- 4.6** Access to the upper floor flats for those in a wheelchair is inappropriate. Although wheelchair access is not feasible, access for those who have lesser disabilities, the aged and the infirm, is made readily available by the provision of staircases, access ways, corridors and doorways of sufficient width to allow for ease of movement and manoeuvrability.
- 4.7** The main entrance door to the flats within the new structure, is readily visible straight away from the street, as is the extant entrance door within the back addition where the bed-sit will be accessed from. Both entrances are of sufficiently close proximity to the back edge of pavement to be readily accessible to everyone, including those persons with impaired sight.
- 4.8** Similarly, access for emergency services is provided readily from the highway and in clear and unmistakable locations. Location for congregation in the event of an emergency would be immediately in front of the building.

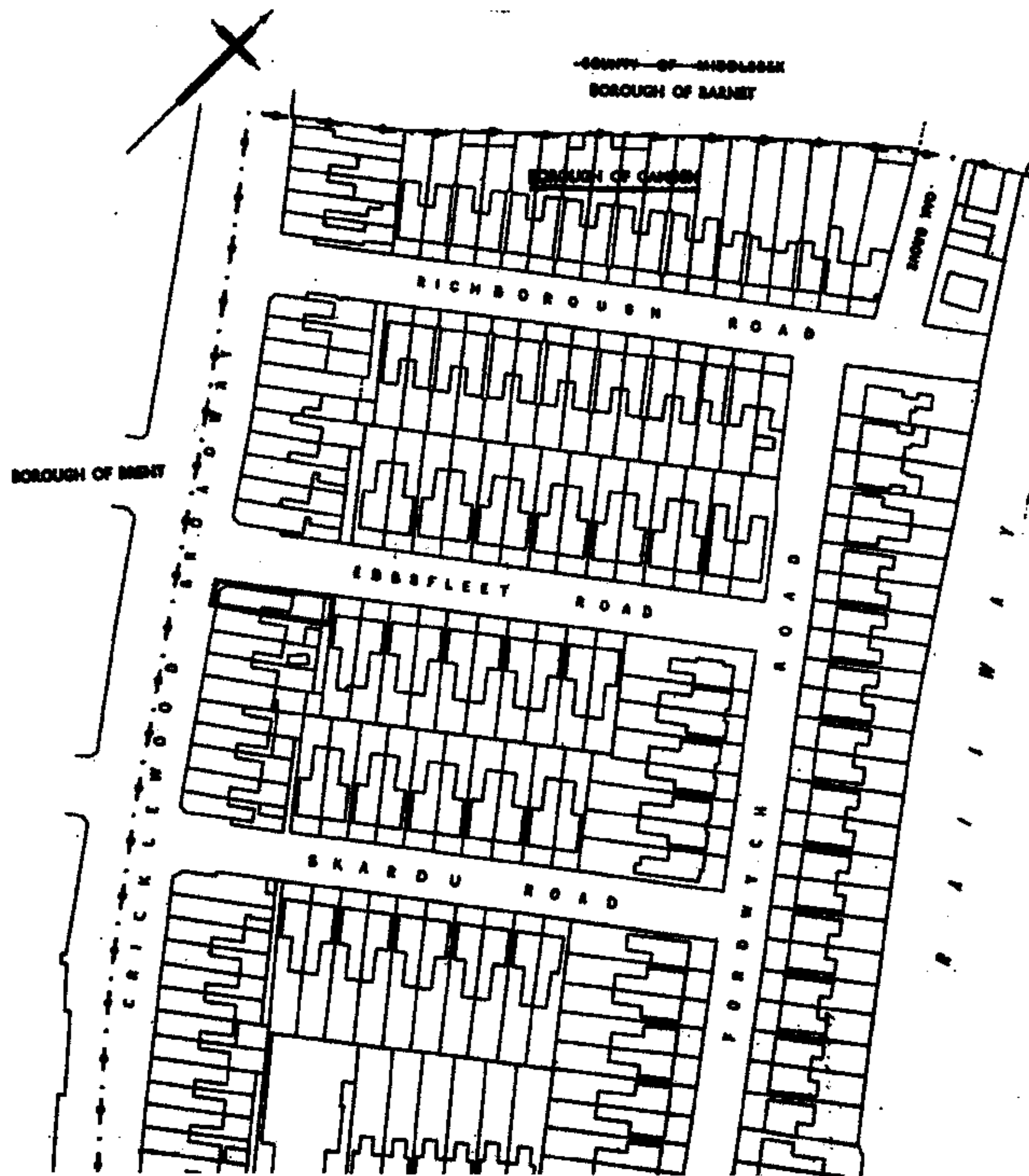
5.0 SUMMARY

- 5.1** Given the depth of the site of roughly 26 metres and width of approximately 6 metres, the site area results in around 156 square metres in a town centre location.
- 5.2** The application premises clearly demonstrate a situation where the guidance provided by Central Government undoubtedly indicates that a residential development of greater intensity of use and therefore a much more sustainable form of residential accommodation should be provided upon this Brownfield site in such a town centre location with good access to public transport and shopping facilities, leisure activitiesetc.
- 5.3** This situation would seem to be clearly borne out by the exactly similar development that has already been undertaken to the building on the immediately opposite side of the road.
- 5.4** This 'mirror image' development immediately opposite demonstrates the acceptability of such a proposal as now submitted and shows how increased residential accommodation can be provided in such a town centre location on a Brownfield site without adversely affecting the amenity of any neighbouring resident.
- 5.5** The existing building, which at present occupies the site, provides a rather confusing and unsatisfactory mix of residential room uses. It is submitted that this fact, combined with the total site area would suggest that in terms of guidance contained within Planning Policy Guidance Notes 3 & 13 and Planning Policy Statements 1 & 3, the overall site is being underused for a town centre location and in terms of sustainability.
- 5.6** It is consequently contended that the overall development of the site of 80 Cricklewood Broadway is in scale with the area of the site, its frontage and relationship to neighbouring properties.
- 5.7** The development is appropriate for the area, its character and to provide for an increased level of accommodation in line with the advice given by Central Government with regard to redevelopment of previously developed 'Brownfield' sites. The proposal will also will provide for a well designed building that has architectural merit and a positive and sympathetic presence upon the application site.

6.0 CONCLUSIONS

- 6.1** The proposal is fully in accordance with recent national planning guidance including PPS1, PPS3, PPG3, and PPGI3 and the London Plan, which encourages more efficient use of previously developed sites within urban locations such as the application site which are well-served by public transport.
- 6.2** Sustainability: The proposed development is highly sustainable. The current building provides only a non-self-contained contribution to the housing stock within the borough, whilst the creation of 3 new residential flats will provide high quality, efficient and far more appropriate use of this previously developed residential site. In line with national planning policy, this Brownfield development is in a sustainable location being well served by public transport, thus reducing the need to travel by private car.
- 6.3** High Quality Design:. The proposal has been prepared to incorporate high quality design, which will result in an overall improvement to the local built environment. The proposal takes the opportunity to introduce new build elements in an appropriate and sympathetic manner.
- 6.4** The proposed development of 80 Cricklewood Broadway provides the opportunity for this genuine regeneration scheme which complies with adopted and emerging, national, regional and local planning policy objectives.
- 6.5** The development includes a number of sustainability benefits including, encouraging more sustainable travel patterns, providing opportunities for more sustainable living and working patterns and improving the overall environment of the area;
- 6.6** The design of the building is of high quality. The building will be located in a position where it will be readily noticeable but due to the careful design treatment and the perceived scale, it will 'fit-in' sympathetically with the surrounding and neighbouring residential properties.
- 6.7** The proposed development will respect the character and appearance of the neighbouring buildings, the immediate locality and the prevailing townscape and will have no adverse affect upon the amenity of any neighbouring occupier.

- 6.8 The development will, therefore, accord with the requirements of the advice given in PPS1, PPS3, PPG3 and PPG13 with regard to sustainable development without causing any material harm to the interests of any acknowledged importance.**
- 6.9 It is consequently submitted that the proposal for 80 Cricklewood Broadway would provide a positive development that fulfils all the desires of a sustainable development and that the Council should look favourably upon the proposal.**



REGIONAL POLICY AND THE LONDON PLAN

The Greater London Authority came into existence in July 2000 and, in relation to the planning system, its remit was to consider the strategic issues that reach across boundaries within and beyond London. In carrying out its role the GLA does not take away the development control powers of the individual London authorities. Instead, its influence is felt in two main ways.

Firstly, local planning authorities are required to consult the Mayor on applications of a strategic nature. The relevant thresholds are set out in the Annex to the Town & Country Planning (Mayor of London) Order 2000.

When consulted, the Mayor has the power to direct that an application is refused if the local authority is minded to approve. He cannot, however, direct approval of an application the authority is minded to refuse.

Secondly, the Mayor produced a series of strategy documents on a range of issues; the key planning strategy document being the Spatial Development Strategy or 'London Plan'. The SDS has to be responded to by local authorities when determining planning applications and reviewing their Unitary Development Plans.

The 'London plan' was published in February 2004 and replaced the previously extant Regional Planning Guidance note 3. The preamble to the Plan states "The London Plan replaces existing strategic guidance and boroughs' development plans must be in 'general conformity' with it."

The Mayor identifies six main objectives in the Plan. The sections and sub sections of the five that are relevant to the planning application for 80 Cricklewood Broadway are set out below.

Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces.

The key policy directions for achieving this objective are:

- Make the most sustainable and efficient use of space in London and encourage intensification and growth in areas of need and opportunity.
- Achieve an urban renaissance through higher density and intensification in line with public transport capacity, leading to a high quality, compact city...

Objective 2: To make London a better city for people to live in.

The key policy directions for achieving this objective are:

- Improve the quality of Londoners' lives and the environment through better designed buildings and public spaces.

- Achieve targets for new housing, including affordable housing, that will cater for the needs of London's existing and future population and give more people who need it access to homes they can afford.

Objective 4: To promote social inclusion and tackle deprivation and discrimination

The key policy directions for achieving this objective are:

- Tackle homelessness.
- Tackle discrimination, building on the economic and cultural strengths of London's diversity and building a London that is more accessible to disabled people
- Ensure that local communities benefit from economic growth and are engaged in the development process.

Objective 5: To improve London's accessibility

The key policy directions for achieving this objective are:

- Minimise the need to travel and the growth of journey lengths.
- Integrate development with public transport to ensure that there is a proper fit between development and the capacity of the public transport network to service it over the period on the plan, taking appropriate opportunities to intensify the use of land where current or future transport capacity allows and to connect Londoners to employment opportunities
- Tackle congestion through levels of restraint of car use appropriate to different parts of London

Objective 6: To make London a more attractive, well-designed and green city

The key policy directions for achieving this objective are:

- Make the fullest and most sustainable use of resources including land, water, energy and construction materials.
- Protect and enhance the quality of the townscape, through historic conservation and enhancing the public realm
- Achieve the highest quality of urban design, including for high buildings and the management of strategic views in London.
- Re-use buildings and brownfield sites, rather than developing on green space.

NATIONAL PLANNING POLICY

Planning Policy Guidance & Planning Policy Statements

Government guidance on the main planning issues is provided in Planning Policy Guidance Notes (PPG's) and the emerging Planning Policy Statements (PPS's). The key PPG's and PPS's which apply to the proposal for 80 Cricklewood Broadway are summarised below.

PPS 1: Delivering Sustainable Development (2005)

This PPS replaces Planning Policy Guidance (PPG) Note 1, General Policies and Principles, published in February 1997. PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations.

The Government set out four aims for sustainable development in its 1999 strategy.²

These are:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and,
- the maintenance of high and stable levels of economic growth and employment.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

The Government state that the following key principles should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development:

(i) Development plans should ensure that sustainable development is pursued in an integrated manner, in line with the principles for sustainable development set out in the UK strategy. Regional planning bodies and local planning authorities should ensure that development plans promote outcomes in which environmental, economic and social objectives are achieved together over time.

(ii) Regional planning bodies and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change – through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight), promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.

(iii) A spatial planning approach should be at the heart of planning for sustainable development (see paragraphs 30 – 32 below).

(iv) Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted (see paragraphs 33 – 39 below).

(v) Development plans should also contain clear, comprehensive and inclusive access policies – in terms of both location and external physical access.⁶ Such policies should consider people's diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.

(vi) Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. In developing the vision for their areas, planning authorities should ensure that communities are able to contribute to ideas about how that vision can be achieved, have the opportunity to participate in the process of drawing up the vision, strategy and specific plan policies, and to be involved in development proposals.

In delivering sustainable development The Government advises that as a general approach in preparing development plans, planning authorities should, inter alia, seek to:

“.....

(ii) Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities.

Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

(iii) Promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community.

(iv) Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing, taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management.....

(vii) Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.

(viii) 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 seek actively to bring vacant and underused previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land.

(ix) Enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character.

.....”

PPG3: Housing (March 2000)

“Planning Policy Guidance (PPG) notes set out the Government's policies on different aspects of planning. They should be taken into account by regional planning bodies and local planning authorities in preparing regional planning guidance and development plans and may also be material to decisions on individual planning applications and appeals. This guidance introduces a new approach to planning for housing which, for most authorities, will mean that their development plan will require early review and alteration in respect of housing.”

Paragraph 2. states that :

“Local planning authorities should:

....provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty

homes back into use and converting existing buildings, in preference to the development of greenfield sites;

make more efficient use of land by reviewing planning policies and standards;

....promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.”

Paragraph 11 states that :-

“Local authorities should

“....avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes;

promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

Paragraph 21 states that:-

“The Government is committed to promoting more sustainable patterns of development, by:

concentrating most additional housing development within urban areas;

assessing the capacity of urban areas to accommodate more housing;

Paragraph 37 states that:-

“Determining planning applications

Development plans form the framework within which decisions on proposals for development are taken. It is important that plans are kept up to date and properly reflect national policy guidance. Local planning authorities should revise their plans to take account of the guidance set out in this PPG: they should seek to do so as quickly as possible by incorporating revised policies and proposals either in replacement plans or by alteration of existing housing policies.”

Paragraph 38 states that:-

“In considering planning applications for housing development in the interim, before development plans can be reviewed, local authorities should have regard to the policy contained in this PPG as material considerations which may supersede the policies in their plan (see paragraph 54 of PPG1).”

“.....Where a proposed housing development involves the use of a previously developed site or the conversion of existing buildings, the proposal may need to be amended in accordance with this guidance, for example in relation to design, layout, density and parking.”

Para 41 states: With regard to conversion and re-using buildings

“Local planning authorities should adopt positive policies to : promote such conversions by taking a more flexible approach to development plan standards with regard to densities, car parking.....”

Para 51 states:

“.....Local planning authorities should allow housing developments with limited or no off-street car parking in areas with good public transport accessibility and where effective on-street parking control is present or can be secured.”

Paragraph 56 states that :-

“New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which:

create places and spaces with the needs of people in mind, which are active, have their own distinctive identity but respect and enhance local character;”

Paragraph 57 states that:-

“Making the best use of land

Local planning authorities should avoid the inefficient use of land. New housing development in England is currently built at an average of 25 dwellings per hectare but more than half of all new housing is built at less than 20 dwellings per hectare. That represents a level of land take which is historically very high and which can no longer be

sustained. Such development is also less likely to sustain local services or public transport, ultimately adding to social exclusion. Local planning authorities should therefore examine critically the standards they apply to new development, particularly with regard to roads, layouts and car parking, to avoid the profligate use of land. Policies which place unduly restrictive ceilings on the amount of housing that can be accommodated on a site, irrespective of its location and the type of housing envisaged or the types of households likely to occupy the housing, should be avoided.”

Paragraph 58 states that :-

“Local planning authorities should therefore:

avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net - see definitions at Annex C);

encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and

seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.”

Para 60 states:

“.....Car parking standards for housing have become increasingly demanding and have been applied too rigidly, often as minimum standards. Developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking when there is no need, particularly in urban areas where public transport is available or where there is a demand for car-free housing.”

PPG13: Transport (March 2001)

This revised guidance reinforces the Government's objective of creating a more sustainable transport system. PPG13 promotes sustainable transport choices and accessibility to jobs, shopping and leisure facilities by public transport, walking and cycling, whilst reducing the need to travel by car.

The guidance encourages local authorities to manage the pattern of urban growth by concentrating major generators of travel demand in city, town and district centres, close to public transport interchanges. Increased intensity of development for housing is also encouraged at highly accessible locations.

A major shift in policy in this revised guidance is the introduction of maximum rather than minimum parking standards. These are designed to work

alongside other planning and transport measures to promote sustainable transport choices and reduce reliance on the car.

National maximum parking standards have been introduced which apply on all developments of more than 1000 m² gross floorspace. Local authorities are encouraged to use their discretion in setting levels of parking for smaller developments. Minimum parking standards are now considered unacceptable, other than for disabled parking.

Final Report of the Urban Task Force

The Final Report of the Urban Task Force, *Towards an Urban Renaissance*, was published in 1999. Chaired by Lord Rogers of Riverside, the Urban Task Force made a series of recommendations to encourage regeneration in cities and towns.

The report recommends that 60% of new development should take place on previously developed ('Brownfield') sites. In order to achieve this, it recommends that local authorities should be discouraged from using 'density' and 'over-development' as reasons for refusing planning permission and argues the case for creating a planning presumption against excessively low-density urban development.

The report encourages the development of more sustainable cities by enabling people to walk, cycle or use public transport to reach their destination. Therefore, higher density developments are encouraged in close proximity to high quality public transport facilities.

Lord Rogers' team stress that good design makes public places attractive and usable, thereby attracting people into urban areas, which in turn generates an upturn in the fortunes of the areas. This positive cycle is the means by which places can be sustainably regenerated and is critical to making other elements of Government planning and regeneration policy work.

In the London context, it is a notable indication of the importance of design and of the themes promoted by the Urban Task Force that Lord Rogers has been appointed as an advisor to Mayor Ken Livingstone on design issues.

Urban White Paper

The Urban White Paper was published by the DETR in November 2000. Following on from the above-mentioned Urban Task Force report, it outlines the Government's strategy for an urban renaissance, which includes:

- a. getting the design and quality of the urban fabric right;
- b. enabling all towns and cities to create and share prosperity;

- c. providing the quality services people need; and
- d. equipping people to participate in developing their communities.

(Urban White Paper, para. 11)

The White Paper supports ideas including allowing people easy access to local shops and community facilities on foot or bike, creating sustainable developments which are well served by efficient and reliable public transport, and bringing Brownfield land back into productive use.

Planning and Compulsory Purchase Act (2004)

This Act encapsulates the desires of the 'Urban White Paper' concerning the simplification of the process of compulsory purchase of land, in an attempt to secure the aforementioned 'urban renaissance'.

The new system requires the production of a suite of documents, which will make up the Camden Local Development Framework, (LDF), the primary role of which is to guide the development of Camden.

It is intended that the LDF will achieve this goal by providing clear policies relating to the location and design of development that will be used in the assessment of planning applications as part of the Development Control process.