

April 2015

Planning Statement

73a Maygrove Road, London, NW6 2EG

Prepared for:

Granada Development Limited



Prepared by:

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Contents

- 1. Introduction..... 3
- 2. Site and Surroundings 4
- 3. The Proposal 6
- 4. Planning History 7
- 5. Planning Policy 9
- 6. Planning Consideration 19
- 7. Conclusions 21



1. Introduction

- 1.1 Savills has been instructed by Granada Development Limited to prepare a planning application for the “*erection of a mansard roof incorporating 3 residential units*” at 73A Maygrove Road, London NW6 2EG (herein referred to as the “the site”).
- 1.2 This statement should be read in conjunction with the following documents and drawings prepared by Create Design and Architecture:
- Design and Access Statement
 - Drawings:
 - 219-A10P00-A – *Proposed Site Plan*
 - 219-A20E01-A – *Proposed Elevations*
 - 219-A20E04 – *Contextual Elevation*
 - 219-A20E05 – *Contextual Elevation*
 - 219-A20P01-C[1] – *Proposed Floor Plans*
 - 219-A20P03-B – *Proposed Loft Floor*
 - 219-A20P10-B – *Proposed Roof Level*
 - 219-A20S00-A – *Proposed Section AA*
 - 219-A20S01-A – *Proposed Section BB*
 - 219-B10P00 – *OS Map*
 - 219-B10P01 – *Existing Site Plan*
 - 219-B20E01-A *Existing Elevations*
 - 219-B20P01-B[1] - *Existing Floor Plans*

2. Site and Surroundings

- 2.1 The subject premises is a 3 storey brick built block formally known as Interlink House, 73a Maygrove Road. The building is currently under conversion to residential use approved under ref: 2014/3204/P. The building located on the north side of Maygrove Road and is set back from the road behind 73 Maygrove House. There is parking provision the front of the property, providing 12 spaces, which is accessed via a side entrance located to the west of Maygrove House.
- 2.2 To the immediate west of the site is Maygrove Peace Park, to the east lies a purpose built office block, behind which are a number of large industrial units situated on Liddell Road. To the south of the site is 73 Maygrove House, which is a combination of office and residential use. On the southern side of Maygrove Road lie a number of residential properties of both two and three storeys in height which extend to Iverson Road to the east and Kilburn High Road to the west. Notably a 5 storey residential building to the west at 65 and 67 Maygrove Road is currently being constructed adjacent to Maygrove Peace Park.
- 2.3 The industrial site at Liddell Road Industrial Workshops, located to the rear east of the property has planning permission for the development of new school buildings for Kingsgate Primary School and the construction of new housing and business units (2014/7649/P and 2014/7651/P).
- 2.4 The site area is approximately 1 ha.
- 2.5 The site is not situated within a Conservation Area, or any other known locally designated area.
- 2.6 The site has a PTAL Rating of 5, demonstrating the good access to existing transport facilities that the area benefits from. Kilburn and West Hampstead underground stations are located within walking distance of the site and provide good access to wider London via the Jubilee Line. West Hampstead mainline station is also located within walking distance to the site, approximately 0.6km to the east and similarly provides fast links to central London including St Pancras International Station.
- 2.7 An aerial photograph demonstrating the context of the site is shown below in figure 1 for reference.



Figure 1: Aerial photograph showing the context of the site at Maygrove Road

3. The Proposal

- 3.1 The application seeks the erection of a mansard roof incorporating 3 residential units. The units will comprise:
- 1 x one bedroom unit;
 - 2 x two bedroom units
- 3.2 Unit 301 is a 2 bedroom flat with a total GIA of 108.8 sq m, and includes a kitchen/living area, store, bathroom, shower room and terrace. Unit 302 is a 2 bedroom flat with a total GIA of 109.7 sq m, and includes a kitchen/living area, store, bathroom, shower room and terrace. Unit 303 is a 1 bedroom flat with a total GIA of 72.1 sq m and includes a kitchen/living room and bathroom.
- 3.3 The proposal also includes reconfiguration of the existing car park and the addition of 3 new car parking spaces bringing the total number to 15 spaces. 22 cycle parking spaces will be provided in the form of 11 Camden stands, along with refuse storage.
- 3.4 The mansard roof will be constructed from standing seam metal which will be a light grey colour. The windows will match those existing on the lower section of the building in both shape, size and colour. The materials will compliment the existing building which is constructed predominately of buff brick with blue brick detailing. The materials proposed are shown on Drawing 219-A20E01-A Proposed Elevations, 219-A20E04 and 219-A20E05 Contextual Elevations.
- 3.5 For full details of the design and materials of the proposal please see accompanying design and access statement.

4. Planning History

- 4.1 The property has been subject to a number of applications relating to a variety of proposals including minor extensions and alterations which are not considered directly relevant. However shown below is the recently approved prior notification application.

Reference	Proposal	Decision
2014/3204/P	Prior Approval for change of use from office (Class B1) to residential use (Class C3) to provide 18 flats.	Granted

- 4.2 It is noteworthy that a large parcel of land to the east of the application site currently occupied by a number of commercial buildings has an extant permission for redevelopment, having been approved in March 2015. In the most recent application (under reference 2014/7651/P) for phase 2, the application sought the: *'comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works'*. This will further establish the area as a mixed use suburb and will see the intensification of the land to include two 5 storey buildings and an 11 storey residential building.
- 4.3 To the immediate west of Maygrove Peace Park at 65-67 Maygrove Road, a scheme for a 5 storey residential building comprising 91 units is currently being built out (approved under 2012/5934/P). The building sets a significant precedent in the streetscene in terms of massing and scale, notably the proposed works in comparison will form very minor additions.
- 4.4 Pre application advice was sought from Camden Council (provided by officer Fergus Freeney) in regard to this proposal along with a further side extension (not subject to this application). The feedback on this element of the proposal is summarised below:
- The building is a modern brick building in use as office (class B1). The site is not located within a Conservation Area and is not of significant architectural merit. The principle of a mansard roof extension is considered to be acceptable provided it complies with the advice as set out in CPG1: Design which states that the mansard should be set behind the parapet and have a maximum angle of 70 degrees.
 - All dwellings must meet minimum flat standards in accordance with Camden Planning Guidance 2 and all dwellings need to comply with relevant lifetime homes standards. It is noted that it will not be possible to comply with all the criteria;

- All dwellings should have access to some form of private outdoor amenity space in line with CPG2.
- The building does not overlook any residential properties and the addition of a mansard and extension would not allow for excessive overlooking, loss of privacy or sunlight/daylight to any existing or approved residential properties. There are unlikely to be any significant amenity issues as a result of the proposal.
- The site has a PTAL level of 4 and CPG 7 advises that car free developments will be sought at all sites which have a PTAL rating of 4 or above. A designated waste store would be required, it will need to be demonstrated that refuse provision is in accordance with guidance, for the scheme to be acceptable. All buildings whether being updated or refurbished are expected to reduce their carbon emissions by making improvements to the existing building.

5. Planning Policy

National Planning Policy Framework

- 5.1 The NPPF places a presumption in favour of sustainable development at the heart of the planning system. There are three dimensions to sustainable development: economic, social and environmental and these should not be considered in isolation. The planning system must adhere to these roles through:
- **Economic Role** – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth;
 - **Social Role** – supporting strong, vibrant and healthy communities;
 - **Environmental Role** – contributing to protecting and enhancing our natural, built and historic environment.
- 5.2 The NPPF sets out 12 core planning principles that should underpin the planning system, of which are relevant to this application:
- Proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs;
 - Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - Take account of the different roles and character of our main urban areas
 - Encourage the effective use of land by reusing land that has been previously developed (Brownfield land);
 - Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.
- 5.3 Section 4 Promoting Sustainable Transport sets out that local planning authorities should support patterns of development which facilitate the use of sustainable modes of transport.
- 5.4 Section 6 relates to delivering a wide choice of high quality homes and states that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 5.5 Section 7 Requiring Good Design states that the government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development. Planning Policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area over the lifetime of the development;
 - Establish a strong sense of place;
 - Optimise the potential of the site to accommodate development, create a sustainable and appropriate mix of uses and support local facilities and transport networks;
 - Respond to local character and history and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation;

- Create safe and accessible environments where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

5.6 Paragraph 60 states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is however proper to seek to promote or reinforce local distinctiveness.

London Plan 2015

- 5.7 The London Plan is the overall strategic plan for London and sets out an integrated economic, environmental, transport and social framework for the development of London. In 2015 the London Plan was consolidated following a number of alterations.
- 5.8 Policy 3.3 Increasing Housing Supply, sets out that 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. The London Plan sets out a minimum 10 year housing target for Camden of 8,892 from 2015 to 2025 (889 per annum).
- 5.9 Policy 3.5 Quality and Design of Housing Developments set out that housing development should be of the highest quality internally, externally and in relation to their context and to the wider environment.
- 5.10 The design of all new housing developments should enhance the quality of local places, taking into account physical context, local character, density, tenure and land use mix and relationship with and provision of public communal and open spaces. Minimum space standards for new development are set out within this policies and for flats are as follows:

Dwelling Type – Number of Bedrooms and Persons	GIA Sq m
1p	37
1b2p	50
2b3p	61
2b4p	70

- 5.11 Policy 3.8 Housing Choice, sets out that there should be a genuine choice of homes that local people can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.
- 5.12 Policy 3.9 Mixed and Balanced Communities, sets out that communities mixed and balanced by tenure and household income should be promoted across London through incremental small and larger scale developments. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment.
- 5.13 Policy 6.9 Cycling, states that development should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards for residential dwellings. These standards are as follows:

- 1 space per studio or 1 bedroom unit
 - 2 spaces per unit for all other dwellings
 - 1 short stay/visitor space per 40 units
- 5.14 Policy 6.13 Parking, states that an appropriate balance is needed between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.
- 5.15 For Residential Development the maximum residential parking standard for 1- 2 bedroom units is less than 1 space per unit, all development in area of good public transport accessibility should aim for significantly less than 1 space per unit. In addition to the minimum standards set out development must ensure that 1 in 5 spaces provide an electrical charging point and provide for the needs of businesses for delivery and servicing.
- 5.16 Policy 7.4 Local Character, states that development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an areas visual or physical connection with its natural features.
- 5.17 In terms of planning decisions buildings, streets and open spaces should provide a high quality design response that:
- Has regard to the pattern and grain of the existing space and streets in orientation, scale, proportion and mass;
 - Contributes to a positive relationship between the urban structure and natural landscape features;
 - Is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings;
 - Allow existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area;
 - Is informed by the surrounding historic environment.
- 5.18 Policy 7.6 Architecture, states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. In terms of planning decisions buildings and structures should:
- Be of the highest architectural quality;
 - Be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
 - Comprise details and materials that complement not necessarily replicate the local architectural character;
 - Not cause unacceptable harm to the amenity of surrounding land and buildings particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate;
 - Incorporate best practice in resource management and climate change mitigation and adaptation;
 - Provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces;
 - Be adaptable to different activities and land uses;
 - Optimise the potential of sites.

Local Planning Policy

- 5.19 Camden Borough Councils Local Development Framework currently consists of the Core Strategy, Development Policies, Site Allocations and Camden Planning Guidance.

Core Strategy 2010 – 2025

- 5.20 The Core Strategy was adopted in 2010 and sets out the key elements of the Councils planning vision and strategy for the Borough.
- 5.21 Policy CS1 – Distribution of growth sets out that the Council will focus Camden's growth in the most suitable locations and ensure that the areas opportunities and benefits are delivered and achieve sustainable development while continuing to preserve and enhance the features that make Camden such an attractive place to live, work and visit.
- 5.22 The council expects that 12,250 additional homes will be provided in Camden between 2010-11 and 2024/25.
- 5.23 The council will promote the most efficient use of land and buildings in Camden by:
- Seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;
 - Resisting development that makes inefficient use of Camden's limited land;
 - Expecting development that will significantly increase the demand of travel to be located in growth areas and other highly accessible parts of the borough;
 - Expecting high density development in central London, town centres and other locations well served by public transport; and
 - Expecting the provision of a mix of uses in suitable schemes in particular in the most accessible parts of the borough including an element of housing where possible.
- 5.24 Policy CS3 Other Highly Accessible Areas, states that the council will promote appropriate development in highly accessible areas of:
- Central London; and
 - Town Centres
- 5.25 These areas are considered to be suitable locations for the provision of homes, shops, food, drink and entertainment uses, office, community facilities and are particularly suitable for uses that are likely to significantly increase the demand for travel. The Council will ensure that development in these locations is of a suitable scale and character for the area in which it is situated.
- 5.26 Policy CS5 Managing the Impact of Growth and Development, the Council will manage the impact of growth and development in Camden. We will ensure that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents with particular consideration for:
- Providing uses that meet the needs of Camden's population and contribute to the boroughs London wide role;

- Providing the infrastructure and facilities needed to support Camden's population and those who work in and visit the borough;
 - Providing sustainable building and spaces of the highest quality; and
 - Protecting and enhancing our environment, heritage, amenity and quality of life of local communities.
- 5.27 The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:
- Making sure that the impact of development on their occupiers and neighbours is fully considered;
 - Seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and
 - Requiring mitigation measures where necessary.
- 5.28 Policy CS6 – Providing Quality Homes states that the Council will aim to make full use of Camden's capacity for housing by:
- Maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017
 - Maximising the supply of additional housing over the entire plan period to meet or exceed a target of 8,925 homes from 2010-2025;
 - Regarding housing as the priority land use of Camden's Local Development Framework
- 5.29 The Council will aim to secure high quality affordable housing available by:
- Seeking to ensure that 50% of the borough wide target for additional self contained homes is provided as affordable housing.
- 5.30 The Council will aim to minimise social polarisation and create mixed and inclusive communities by:
- Seeking a diverse range of housing products in the market and affordable sectors;
 - Seeking a range of self contained homes of different sizes to meet the council identified dwelling size priorities;
 - Seeking a variety of housing types suitable for different groups;
- 5.31 Policy CS13 Tackling climate change through promoting higher environmental standards, sets out that the council will require all development to take measures to minimise the effects of and adapt to climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation by:
- Ensuring patterns of land use that minimise the need to travel by car;
 - Promoting the efficient use of land and buildings;
 - Minimising carbon emissions from the redevelopment, construction and occupation of buildings;
 - Ensuring buildings and spaces are designed to cope with and minimise the effects of climate change.

5.32 Policy CS13 Promoting high quality places and conserving out heritage, sets out that the Council will ensure that Camden places and buildings are attractive, safe and easy to use by:

- Requiring development of the highest standard of design that respects local context and character;
- Promoting high quality landscaping and works to streets and public spaces;
- Seeking highest standards of access in all buildings and places.

Development Policies 2010-2025

5.33 This document sets out the detailed planning policies that council will use when determining applications for planning permission in the borough in order to achieve the vision and objectives of the Core Strategy.

5.34 Policy DP5 – Homes of Different Sizes, sets out that the Council will contribute to the creation of mixed and inclusive communities by securing a range of self contained homes of different sizes. The council will:

- Seek to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priority Table;
- Expect a mix of larger and small homes in all residential development.

5.35 In considering the mix of dwelling sizes appropriate to a development the Council will have regard to the different dwelling size priorities for social rented, intermediate affordable and market homes and will taken into account:

- The character of the development, the site and area;
- Site size and any constraints of including homes of different sizes; and
- The economic and financial viability of the site including the demand for homes of different sizes.

5.36 The dwelling size priorities table is set out below:

	1 bedroom	2 bedrooms	3 bedrooms	4 or more bedrooms
Social Rented	Lower	Medium	High	Very High
Intermediate Affordable	Medium	High	High	High
Market	Lower	Very High	Medium	Medium

5.37 Policy DP16 – Transport implications of development, sets out that the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.

5.38 Policy DP17 – Walking, cycling and public transport, states that the Council will promote walking, cycling and public transport use and that development should make suitable provision

for pedestrians, cyclists and public transport and where appropriate will also be required to provide for interchanging between different modes of transport. The Council will resist development that would be dependant on travel by private motor vehicles.

5.39 Policy DP18 Parking Standards and limiting the availability of car parking states that the Council will seek to ensure that developments provide the minimum necessary car parking provision and development will also be expected to meet the council minimum standards for cycle parking.

5.40 DP24 Securing High Quality Design, sets out that the Council will require all development including alterations and extension to existing buildings to be of the highest standards of design and will expect development to consider:

- Character, setting, context and the form and scale of neighbouring buildings;
- The character and proportions of the existing building where alterations and extensions are proposed;
- The quality of materials to be used;
- The provision of visually interesting frontages at street level;
- Existing natural features such as topography and trees;
- The provision of appropriate hard and soft landscaping;
- The provision of appropriate amenity space; and
- Accessibility.

5.41 Policy DP26 Managing the impact of development on occupiers and neighbours, states that the Council will protect the quality of life by only granting permission for development that does not cause harm to amenity. The factors we will consider include:

- Visual privacy and overlooking;
- Overshadowing and outlook;
- Sunlight, daylight and artificial light levels;
- Noise and vibration levels;
- Odour, fumes and dust;
- Microclimate;
- The inclusion of appropriate attenuation measures.

5.42 Developments will also need to provide:

- An acceptable standard of accommodation in terms of internal arrangements dwelling and room sizes and amenity space;
- Facilities for the storage, recycling and disposal of waste;
- Facilities for bicycle storage; and
- Outdoor space for private or communal amenity space wherever practical.

Camden Planning Guidance

5.43 These detailed documents were prepared to support the policies in the Local Development Framework and provide further guidance on matters including Design, Housing and Amenity.

CG1 Design

5.44 This document sets out detailed guidance in order to achieve high quality design in the borough, through requiring applicants to consider buildings in terms of context, height, accessibility, orientation, siting, detailing and materials. Guidance includes context of buildings, building design, land use, materials and extensions and alterations. Of key relevance to this application is the section regarding Roof Extensions under which the main considerations should be:

- The scale and visual prominence;
- The effect on the established townscape and architectural style;
- The effect on neighbouring properties.

5.45 Generally additional storeys and roof alterations are likely to be acceptable where:

- There is an established form of roof alteration to a terrace or group of similar buildings and where continuing the pattern of development would help to reunite a group of buildings and townscape;
- Alterations are architecturally sympathetic to the age and character of the building and retain the overall integrity of the roof form;
- There are a variety of additions or alteration to roofs which create an established pattern and where further development of a similar form would not cause additional harm.

5.46 The guidance includes specific information on Mansard Roof and this form of roof extension is acceptable where it is the established roof form in a group of buildings or townscape. Mansard roofs should not exceed 2.3m in height to avoid excessive additional height to the host building. The three main aspect to consider when designing a mansard roof extension area its:

- Pitches and profile
- External covering and
- Windows.

5.47 Roofing materials should be of the highest quality because of their significant visual impact on the appearance of a building and townscape and will need to be weather tight. Natural slate is the most common covering and this should be laid with traditional overlap pattern.

5.48 Balconies and terraces can provide valuable amenity space for flats that would otherwise have little or no private exterior space however they can also cause nuisance to neighbours. Balcones and terraces should form an integral element in the design of elevations. Consideration should be given to the following:

- Detailed design to reduce the impact on the existing elevation;
- Careful choice of materials and colour to match their existing elevation;
- Possible use of setbacks to minimise overlooking
- Possible use of screens or planting to prevent overlooking of habitable rooms without reducing daylight, sunlight or outlook; and
- Need to avoid creating climbing opportunities for burglars.

CG2 – Housing

5.49 Section 4 sets out residential development standards and generally states that “*development should provide high quality housing that provides secure, well-lit accommodation that has well designed layouts and rooms*”

5.50 The general principles for all residential development include:

- All newly created dwellings for households of 2 or more people should be self contained
- Each dwelling should have its own secure private entrance which leads directly off a common entrance hall and the number of entrance off one corridor should be limited.

5.51 Rooms should be able to function for the purpose for which they are intended; they should have an adequate size, shape door arrangement, height, insulation for noise and vibration and natural lighting and ventilation. Rooms should lead off a hallway so that it is possible to access any habitable room without passing through another habitable room.

Space and Room Sizes

5.52 It is important to ensure that dwellings are capable of providing a suitable layout and adequate room sizes that reflect the use and type of accommodation. The Council will be flexible in the application of these guidelines in order to respond to site specific circumstances.

5.53 The Council has set minimum space standards to ensure rooms are large enough to take on varying uses. The overall internal floorspace in new self contained dwellings should normally meet or exceed the minimum standards set out below:

Number of Persons	1	2	3	4	5	6
Minimum Floorspace (sq m)	32	48	61	75	84	93

5.54 The Council will expect bedrooms to meet or exceed the following minimum sizes:

- First and double bedrooms – 11 sq m
- Single bedrooms – 6.5 sq m

Daylight, Sunlight and Privacy

5.55 Residential developments should maximise sunlight and daylight both within the new development and to neighbouring properties whilst minimising overshadowing or blocking of light to adjoining properties. All habitable rooms should have access to natural daylight.

Outdoor Amenity Space

5.56 Outdoor residential amenity space can be provided in the form of private garden space, balconies, terraces, roof gardens or as communal amenity space. The access to private amenity space should be level and should be from the main living space. Balconies and terrace should be located or designed so that they do not result in the loss of privacy to existing

residential properties or any other sensitive uses. Balconies should preferably be located next to a dining or living space and should receive direct sunlight.

- 5.57 It is acknowledged in this document that in some instances existing buildings may not be able to provide balconies or roof terraces however external amenity space should still be provided where possible.

West Hampstead and Fortune Green Neighbourhood Plan

- 5.58 The site falls within the boundary of the West Hampstead and Fortune Green Neighbourhood Plan area. The plan is currently in final draft form and is due to proceed to referendum on the 9th of July 2015 and is therefore a material consideration in this application. The plan contains policies and guidance which seek to include future development in the area and help provide a framework for planning decisions in line with the aspirations of the local community.

- 5.59 The NP sets out 6 key objectives of which are relevant to this application:

- Housing – provide a range of housing and housing types
- Design and Character – development will be of high quality design
- Development will support and contribute to enhancing public transport

- 5.60 Policy 2 Design and Character sets out that all development shall be of high quality design which complements and enhances the local character and identity of the area. The key criteria relating to this application are, development should:

- positively interface with the street and streetscape;
- maintain positive contribution to character of existing buildings;
- have regard to form, function, structure and heritage in terms of scale, mass, orientation, pattern and grain of surrounding buildings, streets and spaces;
- favour a colour palate which reflects or integrates with red or stock London brick;
- in terms of extensions, they should respect and be sensitive to the high of existing buildings in the vicinity and setting;
- extensions should be in character and proportion with the existing development and its setting and relationship with any adjoining properties.

- 5.61 This document specifically sets out that for roof extensions the proposal should fit with the existing rooflines and be in keeping with the existing development. Extensions should in proportion with the exiting building and should not block views.

6. Planning Consideration

Principle

- 6.1 The proposal will provide a mansard roof incorporating three residential units at the application site. This proposal accords with the policies set out in the NPPF including requiring the substantial increase in housing numbers, the reuse of previously developed land and high quality design. The site is previously developed and is in a sustainable location which has good public transport links allowing for the use of public transport over the use of the private car.
- 6.2 This proposal is in line with the London Plan 2015 policies including Policy 3.3 which sets out the “*pressing need for more homes in London*”. This plan has set a housing target of 8,892 new homes between 2015-2025 and this proposal will contribute to this target.
- 6.3 Core Strategy Policy CS6 states that the Council will aim to make full use of Camden's capacity for housing and will provide 8,925 new homes between 2010-2025, a target which has been since superseded by the London Plan 2015. This proposal constitutes an increase in the housing supply in the borough in a highly sustainable location and so should be supported.
- 6.4 The proposal is in line with Core Strategy Policy CS1 which sets out that growth will be focused in the most suitable locations to ensure the achievement of sustainable development. This site has a PTAL rating of 5 and has exceptional public transport links making the site highly sustainable this is also in line with Policy CS3. The proposal makes full use of the site increasing its capacity for residential development, and is of high quality design which respects the local area and surrounding buildings.
- 6.5 The principle of this development being acceptable was also stated in the Pre-Application advice received from Camden Borough Local Planning Authority.

Design and Appearance

- 6.6 The design of the proposal is of high quality and is in proportion to the existing building not appearing dominate or bulky. The materials proposed are in keeping with the existing building and the local area in line with London Plan Policy 7.4.
- 6.7 Core Strategy Policy CS13 sets out the need to create high quality places by requiring the “highest standard” of design, landscaping and access. This proposal is of high quality design and utilises high quality materials which have been carefully chosen to ensure that the proposal has no negative impact on the local character or surrounding area.
- 6.8 The reconfiguration of the car park allows for better access and the proposed landscaping will greatly improve the front area of the building which is also in line with Policy DP24.
- 6.9 CPG2 Housing also sets out the importance of building high quality housing including adequate light, layout and room size. This proposal meets the requirements of this policy as the residential units are self contained and have secure private entrances. The room layouts are satisfactory allowing for comfortable living for residents. The units will have adequate sunlight and daylight levels provided through both windows and terraces.

- 6.10 The proposal meets the criteria set out in London Plan Policy 3.5 for the design and quality of new housing and each unit well in excess of the minimum space standards sets out in both this policy and Camden Planning Guidance 2: Housing.
- 6.11 The building is well screened due to being set back from the main road behind Maygrove House. The proposal will therefore have very little impact on the local character of the area. Given the development taking place in the surrounding area including schemes that have commenced and those with planning permission granted the increase in height of the application building will be relatively minor and will be integrated into the surroundings in line with London plan policy 7.4.
- 6.12 The proposed mansard roof is in keeping with the detailed design guidance provided in CPG1 and is considered to be appropriate in terms of height, roof angle, scale and visual prominence. The mansard roof will not impact on the townscape or architectural style of the local area and is very well screened from the surrounding area.
- 6.13 Given the positioning of the building the amenity of surrounding land and buildings will not be affected. The proposal will not cause any unacceptable overlooking and given the minimal increase in height there will be no significant overshadowing impacts (London plan 7.6). Policy CS5 sets out that the amenity of local residents will be protected.

Car and Cycle Parking

- 6.14 The proposal includes cycle parking which is also in excess of the minimum standard required. In terms of car parking the proposal includes a minor reconfiguration of the car park and the provision of 3 new car parking spaces. This reconfiguration has been necessary to ensure that adequate refuse and recycling areas can be provided as well as cycle parking in line with London Plan Policy 6.13 and policies DP16 and 18. The overall level of parking for 73a Maygrove Road will fall within the maximum standards with a total of 15 spaces being provided for the 21 flats that will be formed in total.

Amenity Space

- 6.15 Outdoor amenity space is provided for the 2 bedroom units in the form of terraces which meet the standards of both CPG 1 and CPG 2.
- 6.16 Outdoor amenity space for the one bedroom flat has not been provided as due to the design of the existing building no space is available without compromising the room sizes. CPG 1 sets out that in some cases terrace or balconies cannot be provided particularly in existing buildings which is the case for this proposal. Despite one unit not being provided with private outdoor space, given the proximity of the site to Maygrove Peace Park, the new residents will easily be able to access outdoor space.

Public Transport Accessibility

- 6.17 This site has a PTAL rating of 5 and has excellent public transport links making the site highly sustainable, this is in line with national policy and Core Strategy policies CS1 and CS3. The proposal is also in line with Development Policies policy 16 and 17 which seek to ensure that development is supported by walking, cycling and public transport links. Given the location of this site, the high PTAL rating and the provision of cycle parking this proposal fulfils this criteria.

7. Conclusions

- 7.1 The proposal seeks the formation of a mansard roof of no.73A Maygrove Road incorporating 3 residential units. The proposal will not affect any of the existing floors within the building and also proposes new cycle parking, a reconfiguration of the car park, refuse and recycling storage and landscaping. Along with the current conversion of the lower floors under permitted development the building would incorporate a total of 21 units.
- 7.2 The mansard roof will provide 3 residential units made up of two 2 bedroom units and 1 one bedroom unit. This will assist in contributing to the overall housing target for the Borough as set out in the London Plan 2015 and will also contribute to ensuring a mix of housing type and size which meet the space and design standards set out in national, local and neighbourhood planning.
- 7.3 The roof extension has been designed to be subordinate to the existing building and also to the surrounding area. The structure is simple and in proportion with the existing building ensuring that it does not appear bulky. The design is in line with specific policies set out in local planning guidance.
- 7.4 The proposal will have no negative impact on the local area's character, the surrounding buildings or amenity of residents. The building is well screened and the mansard roof will appear as a minor alteration to the roof profile and a minimal increase in height.
- 7.5 The site is in a highly sustainable location close to a choice of public transport modes and good connections for walking and cycling. The provision of cycle parking on the site will further encourage the use of this mode of transport.
- 7.6 The proposed scheme is for a sustainable development on a Brownfield site which brings with it a range of planning benefits. The proposals have been carefully considered and designed and are compliant with policies set out in policy at all levels including the highly specific detailed local guidance.