

Land Adjacent to 35 York Way

Camden

London

N7 9QF

## Planning Statement

**on behalf of The Prosperity Group Ltd**

17<sup>th</sup> September 2015



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## 1.0 Introduction

- 1.1 This Planning Statement has been prepared by Nexus Planning on behalf of The Prosperity Group Ltd to support a planning application seeking permission for a new residential development on land adjacent to 35 York Way, Camden, London, N7 9QF (“the site”). The development proposals are:

*“Demolition of the existing garages/sheds and the erection of a part three storey, part four storey building, to accommodate seven residential flats”.*

- 1.2 The site is located within the jurisdiction of the London Borough of Camden (“Council”). Pre-application advice was received from Council on 30<sup>th</sup> July 2015, Ref 2015/3095/PRE. Council concluded the development proposals were acceptable in principle subject to recommended amendments to the detailed design, provision of high quality accommodation, and compliance with Lifetime Homes Standards. The proposed development submitted takes account of all Council feedback and amendments have been incorporated into the final design.

- 1.3 The Planning Statement should be read in conjunction with the following forms/documents:

- i. Application Forms
- ii. Drawings prepared by Box Architects:
  - (03) 10 – Site and Location Plan
  - (03) 11 – Existing Site Sections
  - (03) 12 Rev A – Proposed Plans - Site, Ground and First
  - (03) 13 Rev A – Proposed Plans - Second and Third
  - (03) 14 Rev A – Proposed Site Sections
  - (03) 15 Rev A – Proposed East Elevation
  - (03) 16 Rev A – Proposed West Elevation
  - (03) 17 Rev A – Proposed North Elevation
  - (03) 18 Rev A – Proposed South Elevation
  - (03) 19 Rev A – Proposed Visual from York Way
  - (03) 20 Rev A – Proposed Visual from Marquis Road
- iii. Noise Impact Assessment by KP Acoustics
- iv. Daylight, Sunlight and Overshadowing Report by Syntegra Consulting

- v. Construction Management Statement by The Prosperity Group Ltd.
  - vi. Planning Statement prepared by Council in October 2014
- 1.4 The submitted documents are reflective of the informational requirements indicated in the pre-application advice received.

## 2.0 Site Context

- 2.1 The site to which this application relates to has a total area of 3,741 square feet (347.51 square metres) and is identified by the red line on the submitted Site and Location Plan (03 - 10).
- 2.2 The application site is located on land immediately to the south of 35 York Way, Camden and currently contains six vacant lock-up garages and three small sheds within two terraces. The garages are bound by a walled site frontage onto York Way. There is a forecourt and access drive-way from Marquis Road.
- 2.3 Residential uses bound the site to the north and south, and part of the southern boundary is shared with an area of green open space. In addition, surrounding land uses are predominately residential in nature.

### Location within a Conservation Area

- 2.4 The site is located within the Camden Square Conservation Area. Camden Square is a primarily nineteenth century inner London suburb that was a planned development. Construction commenced in the 1840s and the area was largely complete by 1880. York Way was only included within the Conservation Area in 2002 when its boundaries were extended to include the area northeast from Camden Park Road to York Way, and to the southeast of Agar Grove including St Paul's Mews.
- 2.5 The Conservation Area is divided up into different character areas. The site is located within Character Area 3c 'York Way' which is described as one of the Boundary Roads. The site is neighboured to the north by traditional two storey houses with basements on Marquis Road, located within Character Area 4 'The Grid of Streets' and a three storey terrace on York Way with simple detailing and parapet roofs designated within Character Area 3c 'York Way'. The style of the York Way terraces and Marquis Road properties are described as providing a positive contribution to the character and appearance of the Conservation Area.
- 2.6 Immediately, to the south of the site is Grangefield flats, a four storey twentieth century 'L' shaped apartment block with internal garden space. These flats are of a more modern design when considered against the prevailing character of the Conservation Area.
- 2.7 Further afield, the area to the east of York Way is characterised with numerous commercial and light industrial buildings whilst the areas to the north, west and south are predominately residential uses in keeping with the Conservation Area.

- 2.8 In the pre-application advice received from Council, they acknowledged that the garages [and sheds] contained within the application site provide a “neutral” contribution to the significance of the Conservation Area.

### Site is in a Sustainable Location

- 2.9 The site is in a sustainable location with good access to public transport including buses and trains.
- 2.10 King's Cross St Pancreas is located one mile south of the site, approximately a 25 minute walk away. King's Cross St Pancras is the biggest interchange station of the London Underground, being served by six lines. The nearest tube stations are Camden Town and Caledonian Road Underground Stations, which can be accessed by foot within a 19 and 13 minute walk when travelling from the site. The nearest Over Ground Stations are Camden Road and Caledonian Road and Barnsbury Station, which are a 10 and 13 minute walk away from the site. These stations provide key connections to other centres around London.
- 2.11 Bus stops are located within close proximity to the site including Brewery Road 'Stop R' on York Way and York Way Agar Grove 'Stop ZB' on Agar Grove. 'Stop R' and 'Stop ZB' are served by the no. 274 to Lancaster Gate, which provides connections to Paddington in the southwest and Angel in the east. Brewery Road 'Stop R' is also served by the no. 390 to Archway providing connections to Hyde Park in the southwest and Holloway in the northeast. In the wider area, there are bus stops served by the following bus routes: the no. 17 to Archway, the no. 91 to Crouch End, the no. 259 to Edmonton Green, and the no. N91 to Trafalgar Square. In the opposite direction is the no. 274 to Islington Angel, the no. 393 to Chalk Farm.
- 2.12 In light of the significant provision of public transport in close proximity to the site it has a Public Transport Accessibility Rating (“PTAL”) of 4, which represents a ‘good’ level of accessibility.
- 2.13 Further details of the site context can be found in Section 2.0 of the Design and Access Statement, which is submitted in support of this application.



### 3.0 Relevant Planning History

- 3.1 A search of Council's online planning register indicates there is no formal planning history for the site. This was also confirmed in the pre-application advice.
- 3.2 It is important to note that the site was previously owned by London Borough Camden. To assist and encourage potential purchasers, the Council prepared a Planning Statement in October 2014. In summary, in their Planning Statement, Council clarifies that *"housing is the borough's priority land use and Camden seeks to promote new residential development, therefore, new residential floor space on this site would be welcomed"*.

## 4.0 The Proposed Development

### Overview

- 4.1 It is proposed to demolish the vacant garages and sheds at the site and erect seven flats in a part three, part four storey building. There would be four two-bedroom flats and three three-bedroom flats. The size of units ranges from 61.1 square metres to 90.1 square metres.
- 4.2 A passenger lift is to be installed and serve all four floors.
- 4.3 A large landscaped area is to be established between Marquis Road and the new building. The landscaped area would provide shared outdoor space for future occupiers. Four of the flats are to be served by private amenity space in the form of terraces.

### Design

- 4.4 The design treatment of the building comprises yellow London stock brickwork throughout. The York Way facing elevation, in addition to the exposed southern elevation, has all been treated with this yellow London brick. The use of yellow London brick is compliant of Council's pre-application advice and is in keeping with the character of adjacent residential properties and terraces.
- 4.5 As the massing of the building steps down to the west of the site, towards Marquis Road, the stepped elements have been articulated in both form and materials to create clearly defined elements. London yellow brick is still used on part of this elevation, however, the transitional element at the rear of the building is clad in zinc standing seam cladding, a subtle material that is reverent to the conservation status of the area. The single storey ground floor is given a light render finish to act as a visual identification of the entrance from Marquis Road whilst also maximising the reflection of natural light within the external terrace area of the adjacent apartment.
- 4.6 The proposed building has been designed to reflect the height and mass of the adjacent York Way terrace. The York Way elevation has been split into three identifiable vertical elements to reflect the vertical sub division of the adjacent terrace. In addition, in response to Council feedback, the proposed windows on the York Way facing elevation have been designed and positioned in a way that is complimentary of the neighbouring terraces. All of the windows are deeply recessed and lined in aluminium cladding to create further features and articulation of the elevation creating visual interest. Opaque glazed side panels are included in the fenestration and create a contemporary appearance.

- 4.7 A feature gable vertical slot window has been added to provide articulation of the gable elevation when viewed from south.

**Car Free Development and Cycling Parking Provision**

- 4.8 No car parking spaces are to be provided on-site. Therefore, the development would be 'car-free'.
- 4.9 A secure cycle parking store is to be provided on-site and will provide space for up to ten bicycles.

**Demolition in a Conservation Area**

- 4.10 It is important to note that while the proposals involve demolition of garages and sheds within a conservation area, the size of the buildings at approximately 55 square metres and 35 square metres, are below the threshold identified by Council for buildings to be demolished in a conservation area that require planning permission. However, given the fence and railings at the Marquis Road vehicular access is to be removed and replaced with a more modern fence, planning permission for demolition in a conservation area is required.
- 4.11 Further details of the proposed development including elevation treatment, landscaping and terraces can be found in the Design and Access Statement prepared by Box Architects and submitted in support of this application. In addition, the drawings and plans provide illustrative details of the proposal.

## 5.0 Development Plan Context

5.1 This section of the Planning Statement summarises the planning policy context relevant to the proposed seven unit residential development. Section 6 provides a more detailed assessment of the application proposals having regard to the relevant planning policies.

### National Planning Policy Framework

5.2 The National Planning Policy Framework (“NPPF”) was published on 27<sup>th</sup> March 2012 coming into force with immediate effect for plan-making and development management decisions.

5.3 The NPPF is unashamedly pro-growth with a “*presumption in favour of sustainable development*”. It effectively instructs decision makers to make positive decisions and support development unless there are clear adverse environmental, social and/or economic impacts. It is the NPPF that provides the national guidance against which this application should be considered.

5.4 Paragraph 14 of the NPPF sets out that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. For decision taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of date, granting permission unless:
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - Specific policies in this Framework indicate development should be restricted.

5.5 This approach is reinforced at paragraph 187 where local planning authorities are advised that they ‘*should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible*’.

5.6 Paragraph 17 of the NPPF sets out twelve core land-use planning principles of which the following are relevant to this application. These state that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

## **Development Plan**

- 5.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. One such material consideration is, of course, the NPPF (see above).
- 5.8 For this planning application, the Development Plan comprises the following documents from the Camden Council Local Development Framework:
- The Core Strategy (2011), which sets out the Council's vision, objectives and related strategic policies;
  - The Development Policies (2010), which sets out the policy framework for decision making on planning applications; and
  - Policies Maps.

5.9 Camden Council also provides a suite of Planning Guidance Documents. These documents were adopted in 2011 and partly revised in 2015. Each document provides further detailed guidance on specific policy topics. The following are considered to be relevant to the proposed residential development:

- Camden Policy Guidance 1 Design
- Camden Policy Guidance 2 Housing
- Camden Policy Guidance 3 Sustainability
- Camden Policy Guidance 6 Amenity
- Camden Policy Guidance 7 Transport
- Camden Policy Guidance 8 Planning Obligations

5.10 In addition, given the site's location with the Camden Square Conservation Area, the conservation area appraisal and management strategy prepared by Council for this conservation area is of relevance. The Camden Square Conservation Area Appraisal and Management Strategy defines and analyses what makes the Camden Square Conservation Area 'special' and provides important information about the types of alterations and development that are likely to be acceptable or unacceptable in the Conservation Area.

5.11 There are a number of designated neighbourhood areas approved by Council for which Neighbourhood Plans are to be developed. No such area has been approved for the locality of the application site.

5.12 Camden Council's Local Development Framework is a portfolio of documents that works in conjunction with national policy and the Mayor's London Plan to form the development plan for the Borough. Therefore, the London Plan 2015 is also of relevance and sets the planning strategy for the whole of Greater London including Camden. Further alterations to the London Plan were adopted in March 2015.

## 6.0 Planning Considerations

6.1 In this section of the Planning Statement we assess the application proposals against the relevant planning policies having regard to the key issues as follows:

- Principle of Development
- Conservation and Design Considerations
- Standards for Residential Development
- Amenity Issues
- Transport / Highways Issues
- Construction Management
- Sustainability
- Planning Obligations

### Principle of Development

#### **Loss of Garages and Parking at the Site**

6.2 The existing garages are currently boarded-up and vacant.

6.3 The Planning Statement prepared by the Council in October 2014 explained that the parking at the site had been allocated to residents, and at the time the site is redeveloped these residents would be provided with alternative spaces from the Council's stock. Council's Planning Statement concludes that *"the development of this site and removal of the spaces will not...have a detrimental impact on street parking in the area"*. Given this confirmation from Council, there should be no concern that the removal of the garages at the site would result in problematic local parking or harm to the amenity of former users.

6.4 As such the demolition of the existing garages/sheds and loss of parking at the site is acceptable in this context. Endorsement of this conclusion was provided in the pre-application advice received from Council in July 2015.

### **Demolition of Fences (structures) within a Conservation Area**

- 6.5 Whilst the proposals involve the demolition of the fence (therefore a structure in policy terms) bordering a public footpath, the nature of the existing fences and railings make a neutral or negative contribution to the character of the Camden Square Conservation Area.
- 6.6 The replacement fencing will be of a modern design that will be complimentary to the existing character of Marquis Road. As such the proposed demolition is considered acceptable and is likely to result in an improvement of the streetscape from a design perspective.

### **Erection of Residential Development**

#### *Policy Context*

- 6.7 The London Plan 2015 is clear that London desperately needs more homes.
- 6.8 Core Strategy Policies CS1 'Distribution of Growth' and CS6 'Providing Quality Homes' refer to the Council's housing targets for the Borough. Paragraph 6.18 of Policy CS1 explains that the Council regards housing as a top priority when considering the future of unused and underused buildings. Treating housing as a priority land use is promoted by Camden Development Policies DP1 'Making Full Use of Camden's Capacity for Housing' and DP2 'Mixed-Use Development'.
- 6.9 Policy CS1 'Distribution of Growth' of the Core Strategy promotes the efficient use of land and buildings in Camden and supports growth in highly accessible locations. The Policy seeks to encourage 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. In addition, Policy CS1 explains that Council expect high density development in Central London, town centres and other locations well served by public transport.
- 6.10 Policy CS2 'Growth Areas' of the Core Strategy sets out Council's overall approach to focusing sustainable growth in suitable locations and preserving and enhancing features that make Camden an attractive place to live, work and visit. Further to this, Policy CS3 'Other Highly Accessible Places' seeks to promote new development that is of a suitable scale and nature in highly accessible areas.

#### *Analysis*

- 6.11 Against the policy context set out above it is concluded that the proposal to construct a seven unit residential development in this sustainable location represents an excellent opportunity



to redevelop the currently underused site. As such, the proposed development is considered an efficient use of land and is supportive of the aspirations of Council set out in Policies CS1, CS2 and CS3 of the Core Strategy and Policies DP1 and DP2 of the Development Policies as they relate to delivering new housing in sustainable locations.

- 6.12 Council agreed with this conclusion in the pre-application advice received. In the formal response to our request for pre-application advice. Council concluded the proposal is *“considered acceptable in this context”*.

### Conservation and Design Considerations

#### *Policy Context*

- 6.13 Policy 7.4 ‘Local Character’ of the London Plan seeks to ensure all development provides high quality design that contributes to a positive relationship between the urban structure and natural landscape features of an area.
- 6.14 Council’s policy position with regards to the design of buildings is set out in Policies CS14 ‘Promoting High Quality Places and Conserving our Heritage’ of the Core Strategy and DP24 ‘Securing High Quality Design’ of the Development Policies. As the property lies within Camden Square Conservation Area, Policy DP25 ‘Conserving Camden’s heritage’ of the Development Policies is relevant.
- 6.15 Camden Planning Guidance 1 ‘Design’ provides further detailed direction on appropriate design in the Borough. Of note guidance in this document includes protection of Camden’s heritage and how new landscaping should be incorporated into development. The content of this guidance document has been considered in the design of the development.
- 6.16 Policy DP24 expects all developments to be of the highest standard and to consider the character, the setting and context of neighbouring buildings. At the same time Policy DP25 of requires all developments in designated conservation areas to preserve and enhance the character and appearance of the area. The Camden Square Conservation Area Appraisal and Management Strategy explains that high quality development designed so it is appropriate to its context can preserve and/or enhance the Conservation Area.

#### *Analysis*

- 6.17 The massing of the building has been designed in response to the sunlight / daylight constraints of the neighbouring properties as well as the protection of amenity of these properties. Ownership constraints eliminate the opportunity to provide a continuation of the historic building line to York Way as the site boundary currently steps back from the frontage.

- 6.18 The pre-application advice received from Council concluded the overall massing is well thought out and sympathetic to the surrounding area and the fenestration is well proportioned.
- 6.19 Council provided recommendations in respect to proposed materials. Council recommended the facing materials used resemble the existing light London stock. The proposed developed includes yellow London stock brickwork on the majority of the elevations.
- 6.20 The location of the site within the Camden Square Conservation Area is a key design consideration. Heritage expert Geoff Nobel was engaged to provide an assessment of the proposal. His conclusions are set out in Section 7.0 of the Design and Access Statement. Mr Nobel concludes that the proposed development will *“complement its historic neighbours without resorting to imitation”*.
- 6.21 With regards to the manner in which the proposed design fits with the character of the Conservation Area in the pre-application advice received Council recommended that the windows on the front elevation (fronting York Way) be incorporated in a manner that is systematic with the neighbouring properties. In addition, Council suggested the design of the window detailing draws upon the details from the adjacent terrace and uses a colour that resembles the details of the windows on York Way. These suggestions have been incorporated into the final design. As can be seen in the submitted drawings the York Way elevation has been split vertically into three identifiable elements to reflect the vertical sub division of the adjacent terrace properties and the vertical proportions of the windows have also been designed to reflect those of the adjacent terrace.
- 6.22 In addition, the proposed landscaping in the western part of the site offers a valuable opportunity to significantly improve the appearance of the site when viewed from Marquis Road. In keeping with the guidance provided in Camden Planning Guidance 1 ‘Design’ the new landscaping will provide a sense of privacy for future occupiers through a sense of enclosure. In addition, the new landscaping will provide a sense of greenery between the buildings of Marquis Road.
- 6.23 Taking into account the amendments made in response to Council’s comments and their overall conclusion that *“in terms of design, the overall bulk and massing is considered to be acceptable”*, the proposed design accords with Council expectations. For this reason, the building design is sympathetic to the character and appearance of the Conservation Area, and therefore, the proposal accords with the design policies set out above.

## Standards for Residential Development

### **Mix of Units**

#### *Policy Context*

- 6.24 Policy 3.8 'Housing Choice' of the London Plan 2015 promotes new developments that offer a range of housing choices, in terms of the mix of housing sizes and types.
- 6.25 Core Strategy Policy CS6 'Providing Quality Homes' seeks to secure a plentiful supply and a range of homes that are of the right type to meet the Council's identified dwelling-size priorities.
- 6.26 Policy DP5 'Homes of Different Sizes' of the Development Policies sets out Council's ambition to ensure all development contributes to the creation of mixed and inclusive communities by securing a range of self-contained homes of different sizes. The Policy explains one bed units are low priority whereas two bedroom flats are a high priority and three bed units are a medium priority according to the Dwelling Size Priority Table. Council expects at least 40% of the total mix of units for residential developments to be two bed units.

#### *Analysis*

- 6.27 The proposal will provide four flats with two bedrooms and three flats with three bedrooms. This provision would make a valuable contribution towards the Borough's housing stock. As confirmed in their formal pre-application advice, Council consider that this proposed mix of units is acceptable.

### **Size and Layout**

- 6.28 Table 6.1 below shows the proposed size of each individual unit and that they exceed Camden Council and London Plan standards.

**Table 6.1 Analysis of Proposed Unit Area vs. London Plan Standards**

Unit	Internal Area (m <sup>2</sup> )	Camden Planning Guidance Minimum Space Standards (m <sup>2</sup> )	London Plan Minimum Space Standards (m <sup>2</sup> )
Unit 01 (2 bed – 3 person)	61.6	61	61
Unit 02 (3 bed – 4 person)	86.1	75	74
Unit 03 (2 bed – 3 person)	68.3	61	61
Unit 04 (3 bed – 4 person)	77.2	75	74
Unit 05 (2 bed – 3 person)	66.6	61	61
Unit 06 (2 bed – 3 person)	61.1	61	61
Unit 07 (3 bed – 5 person)	90.1	84	86

6.29 As indicated in the table the proposed dwelling sizes are compliant with the minimum standards set out in Section 4 of Camden Planning Guidance 2 ‘Housing’, which identify space standards based on the occupancy of a home rather than number of bedrooms. In addition, the proposed dwelling units satisfy London Plan requirements.

6.30 In addition, consideration of acceptable room size standards has informed the design. The proposed room sizes are supportive of the guidance set out in the Camden Planning Guidance 2 ‘Housing’ which set a minimum requirement for first and double bedrooms of 11.0 square metres and single bedrooms to be more than 6.5 square metres in size. In addition, the room sizes are compliant with the Housing Space Standards produced by the Mayor of London.

6.31 In the pre-application advice, Council described the proposed units as “generous” and confirmed the proposed size and layout were acceptable.

## **Amenity Space**

### *Policy Context*

6.32 Camden Planning Guidance 2 ‘Housing’ recommends that, where practical, all new dwellings are provided with private outdoor amenity space and / or access to communal outdoor

space. The guidance document includes a set of recommended criteria for outdoor private amenity space, which has been considered in the design of the proposed development.

*Analysis*

- 6.33 The proposal provides private terraces and will have the benefit of the landscaped area in the western part of the site where it backs onto Marquis Way. The landscaped area will include a paved pedestrian access way surrounded by landscaped trees and greenery. It will provide a welcoming approach as well as acting as a communal space available to all residents.
- 6.34 The table below shows the private amenity space that would be provided through terraces.

**Table 6.2 Size of Private Terraces**

	<b>Private amenity space proposed (m<sup>2</sup>)</b>
<b>Unit 01</b>	11.6
<b>Unit 02</b>	12.9
<b>Unit 06</b>	15.8
<b>Unit 07</b>	33.4

- 6.35 The terraces are compliant with the guidance set out in Planning Guidance 2 ‘Housing’ in that they each have a depth of more than 1.5 metres and are accessible from main living spaces.
- 6.36 As confirmed in Council’s formal response to our request for pre-application advice the provision of proposed private and communal amenity spaces are considered to be adequate.

**Lifetime Homes**

*Policy Context*

- 6.37 Policy 3.8 ‘Housing Choice’ of the London Plan 2015 seeks to encourage all new housing to be built to ‘The Lifetime Homes’ Standard.
- 6.38 Camden Planning Guidance 1 ‘Housing’ requires all housing developments to meet Lifetime Homes Standards.

### *Analysis*

- 6.39 Lifetime Homes Standards sets the expectation that if more than ten units are proposed, it is expected that 10% of the dwelling units should meet wheelchair housing standards, or be easily adapted to meet them. Given the proposal is for seven dwelling units there is no requirement for compliance with wheelchair housing standards.
- 6.40 In light of feedback received from Council on the proposed development submitted for pre-application advice the development has been revised to accommodate a passenger lift. While Lifetime Standards do not specifically require a lift, lift access to all dwellings above entrance level as far as practicable is included as a good practice recommendation.
- 6.41 As detailed in Section 6.0 of the Design and Access Statement, the proposed development is consistent with the Lifetime Homes Standards.

### Amenity Issues

#### **Daylight, Sunlight and Overshadowing**

##### *Policy Context*

- 6.42 Core Strategy Policy CS5 'Managing the Impact of Growth and Development' states that the Council will protect the amenity of those living, working and visiting the Borough by ensuring that the impact of development on their occupiers and neighbours is fully considered, balancing the needs of development with the needs of communities.
- 6.43 Policy DP26 'Managing the Impact of Development on Occupiers and Neighbours' states that the Council will only grant permission for development that does not cause harm to amenity. The Council, when assessing planning applications will consider visual privacy and overlooking, overshadowing and outlook, sunlight/daylight, noise and vibration, odour, fumes and dust, microclimate and the inclusion of appropriate attenuation measures.
- 6.44 Camden Planning Guidance 6 'Amenity' provides detailed guidance relating to each of the factors set out in Policy DP26 and has been considered in the preparation of this planning application.

##### *Analysis*

- 6.45 Syntegra Consulting were engaged to provide a professional assessment of the impact of the proposed development on the surrounding buildings and amenity areas/gardens/open spaces with regards to daylight, sunlight and overshadowing. Syntegra based their

assessment on BRE 209 Digest: Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice in accordance with the standards referred to in Camden Planning Guidance 6 ‘Amenity’.

- 6.46 Syntegra’s initial assessment of the proposal was submitted with the suite of documents provided to Council with the pre-application advice request and confirmed the amenity of neighbours would not be negatively impacted by the development in terms of daylight, sunlight and overshadowing. Upon review of the proposed development and Syntegra’s assessment Council concluded *“the proposal has been designed sympathetically in a way that will not impact the amenity of neighbouring residents in respect of daylight/sunlight and sense of enclosure”*.
- 6.47 Syntegra have since updated their report to take account of the proposed layout and massing alterations to accommodate the lift. This updated report is submitted with this application and again confirms the proposed development would not result in a negative impact on neighbouring properties in terms of daylight, sunlight and overshadowing.

## **Overlooking, Privacy and Outlook**

### *Policy Context*

- 6.48 Policy DP26 ‘Managing the Impact of Development on Occupiers and Neighbours’ of the Development Policies seeks to ensure all new development is designed to protect the privacy of existing dwellings and mitigation measures are included when overlooking is unavoidable.

### *Analysis*

- 6.49 Layouts have been designed so as not to create overlooking problems with neighbouring residents, in particular those residents of the Grangefield flats. As described in Section 6.0 of the Design and Access Statement the dwelling unit layouts are dictated by the available aspect and outlook with fenestration positions carefully controlled relative to the adjacent properties. For example there are no windows to the western boundary to protect the amenity of Grangefield flats residents.
- 6.50 Screening in the form of obscured glass privacy screens are proposed to ensure that terraces are private and the privacy of Grangefield flats residents is preserved.
- 6.51 Council policy and guidance documents also aim to ensure the outlook from new developments should be designed to be pleasant. The proposed landscaping as part of the redevelopment of the site will result in a pleasant outlook from the west facing dwelling units

and terraces. Taking this into account, in addition to the character of the area surrounding the site, outlook from the proposed development is considered to be pleasant.

## **Noise**

### *Policy Context*

- 6.52 Policy 7.15 'Reducing and Managing Noise' of the London Plan 2015 states proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development.
- 6.53 Policy DP26 'Managing the Impact of Development on Occupiers and Neighbours' seeks to ensure noise levels for all future occupiers and residents are appropriate.

### *Analysis*

- 6.54 The site is located on York Way which is a busy and noisy road. The proposal includes living spaces and bedrooms that have windows that face onto York Way. In light of this, acoustic specialists KP Acoustics were engaged to prepare a Noise Impact Assessment for the proposal. KP Acoustics measured noise levels at the site and confirmed double glazing and the use of masonry for the non-glazed external building fabric elements, would be sufficient to protect the proposed habitable spaces from external noise intrusion. The proposed materials would ensure internal noise conditions for the residents which would be commensurate to all current Standards.
- 6.55 The assessment work complete by KP Acoustics confirmed all future residents will not be exposed to unacceptable noise pollution.
- 6.56 This conclusion is supported by Council's pre-application advice, which indicated the use of sealed windows could ensure that occupants are not exposed to unacceptable noise pollution.
- 6.57 Please refer to the Noise Impact Assessment submitted in support of this application for further details.

## **Air Quality**

- 6.58 The pre-application advice from Council indicated that an Air Quality Assessment may be required in support of the application. Follow-up contact was made with the Planning Officer in order to clarify this requirement. As confirmed in an email received on 30<sup>th</sup> July 2015, an



Air Quality Assessment is not considered necessary at this site. This email has been included with this application.

- 6.59 Notwithstanding this, it is not expected that any future occupiers will be exposed to unacceptable levels of air pollution.

### Transport / Highways Issues

#### *Policy Context – Car Free Development*

- 6.60 The London Plan 2015 states sustainable residential travel should be encouraged through the promotion of car free development.
- 6.61 Policy DP17 'Walking, Cycling and Public Transport' seeks to promote sustainable travel options and states Council will resist development that would be dependent on travel by private motor vehicles. Policy DP18 'Parking Standards and Limiting the Availability of Car Parking' expects new developments to be car free.

#### *Analysis – Car Free Development*

- 6.62 The site has a PTAL rating of 4 which is a 'good' transport accessibility level. As such it is proposed that the development be 'car-free'. The support text to Policy DP18 explains 'car-free' development has no car parking within the site and occupiers are not issued with on-street parking permits.
- 6.63 Pre-application advice confirmed the applicant will be required to enter into a S106 Agreement to ensure the proposed units remain 'car free'.

#### *Policy Context – Cycle Parking*

- 6.64 Core Strategy Policy CS11 'Promoting Sustainable and Efficient Travel', in addition to Development Policies DP17 'Walking, Cycling and Public Transport' and DP19 'Parking Standards and Limiting the Availability of Parking' promote cycling in the Borough. Camden Planning Guidance 7 'Transport' provides further support.
- 6.65 The Council's numerical standards for cycle parking standards are set out in Development Policies Appendix 2 – Parking standards. Appendix 2 – Parking Standards explains Council expects a minimum provision of one cycle parking spaces per residential unit. Further guidance on cycle space requirements are set out in Table 6.3 on page 271 of the London Plan 2015. Table 6.3 recommends two cycling spaces per dwelling unit. In addition, guidance from Transport for London indicates one space per two bed apartment and two spaces per three bed apartment.

*Analysis – Cycle Parking*

- 6.66 The provision of a secure cycle store with capacity for up to ten cycles is supportive of the standards set out in the relevant guidance documents.
- 6.67 In addition, the pre-application advice also confirmed a highways contribution is likely to be required as part of the redevelopment of the site. The contribution would likely be used to repave the highway adjacent to the site, to make good any damage that may occur as a result of the construction works at the site.
- 6.68 Overall, the proposed development is supportive of Council's policy position as it relates to transport and highways issues.

**Construction Management**

*Policy Context*

- 6.69 Policy DP26 'Managing the Impact of Development on Occupiers and Neighbours' states that the Council will only grant permission for development that does not cause harm to amenity including the impact of the construction process on local amenity.
- 6.70 Paragraph 2.11 of the Camden Planning Guidance 7 'Transport' clarifies the specific particulars Council require to be included in a Construction Management Plan.
- 6.71 In addition, the Planning Officer who provided pre-application advice has supplied an updated list of Construction Management Plan requirements. This list was recently prepared Council transport planners and provides more updated guidance than that which is included in the Camden Planning Guidance 7 'Transport'.

*Analysis*

- 6.72 A Construction Management Statement is included in the suite of supporting documents and sets out how construction matters will be dealt with, including hours of operation, materials storage, on- and off-site construction traffic including deliveries and construction waste removal. The Construction Management Statement covers the period from commencement to full operational occupation of the development and addresses all construction matters as expected by Council.
- 6.73 Pre-application advice sought from Council confirmed the main issue relating to construction is the potential impact of construction / delivery vehicles on the local highway network. As explained in the Construction Management Statement, appropriate controls for delivery and

removal of materials to and from the site, in addition to construction vehicles, will minimise any potential highways impacts.

6.74 Details regarding contact details of site managers will be included in the Construction Management Statement prior to works commencing on site.

6.75 Compliance with the Construction Management Statement can be secured by condition.

## Sustainability

### *Policy Context*

6.76 Policy 5.3 'Sustainable Design and Construction' of the London Plan 2015 states Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

6.77 Council's policy ambitions relating to sustainable design and construction are set out in Policies CS13 'Tackling Climate Change through Promoting Higher Environmental Standards' and Policy DP22 'Promoting Sustainable Design and Construction'. These policies explain that the Council will require all development to incorporate sustainable design and construction measures.

6.78 Further guidance is found in Camden Policy Guidance 3 'Sustainability' which addresses water efficiency and the use of renewable energy.

### *Analysis*

6.79 Section 8.0 of the Design and Access Statement addresses sustainability and explains how the development will meet the Council's policy aspirations in this regard.

6.80 In addition to the benefits associated with residential development in this highly sustainable location, the proposed development will be designed utilising renewable technologies. PV panels, air source heat pumps, high efficiency boilers, heat exchange ventilation systems and grey water systems are to be fully investigated within the detailed design to provide the following as a minimum:

- CO<sup>2</sup> reduction of 35% beyond part L of the 2013 Building Regulations;
- 20% of the energy reduction should be from renewable sources; and
- Water efficiency of 110 litres per person per day.

### Planning Obligations

- 6.81 Camden Planning Guidance 8 'Planning Obligations' sets out the Council's approach to calculating financial contributions.
- 6.82 As explained in the pre-application advice received from Council, a Camden Community Infrastructure Levy ("CIL") contribution of approximately £283,000 and a Mayoral CIL contribution of £28,300 would be expected as part of this development. Please note, the applicant is open to discussions relating to such contributions where they are demonstrated to be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development, as required by paragraph 122 of the CIL Regulations.
- 6.83 As set out in their pre-application advice, and already addressed in the relevant sections above, Council would expect to secure the following elements via a S106 legal agreement:
- A highways contribution (to make good any damage to the public highway adjacent to the site);
  - Construction Management Statement; and
  - Development to remain 'car free'.
- 6.84 In light of what is proposed above, including the proposed contributions the proposed development is acceptable in planning terms.

## 7.0 Conclusions

- 7.1 Current policy for the London Borough of Camden supports a conclusion that the demolition of the existing garages/sheds and erection of a residential development comprising seven dwelling units on the land adjacent to 35 York Way is appropriate.
- 7.2 The proposed residential development provides an opportunity to utilise an underused site in a sustainable location. The provision of seven very high quality dwelling units, the majority of which would have two-bedrooms, directly addresses Council's priority for housing of that size.
- 7.3 The building has been carefully and thoughtfully designed so that it would make a positive contribution to the character and appearance of the Camden Square Conservation Area. In addition, the formation of a landscaped area fronting Marquis Road offers an opportunity to make a significant contribution to the street scene of this residential road and represents an improvement on the current situation.
- 7.4 Furthermore, it has also been demonstrated that the proposal would not cause any adverse impacts upon the amenity of neighbouring occupiers.
- 7.5 The development would meet the Council's policy aspirations in all other regards and is representative of sustainable development. The proposal is therefore supported by local, regional and national planning policy guidance.
- 7.6 Accordingly, it is considered that planning permission for the proposed seven unit residential development should be granted without delay, in accordance with the advice in the NPPF.