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**Garages, New End, Hampstead  
Planning and Heritage Statement**

Urban High Developments Ltd.

February 2016

14297/DG/HH

Nathaniel Lichfield & Partners  
14 Regent's Wharf  
All Saints Street  
London N1 9RL

[nlppanning.com](http://nlppanning.com)

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Registered Office:

14 Regent's Wharf

All Saints Street

London N1 9RL

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## 1.0 Introduction

1.1 This Planning and Heritage Statement has been prepared by Nathaniel Lichfield & Partners ('NLP') on behalf of Urban High Developments Ltd. ('The Applicant') to accompany a full planning application for a single residential dwelling at New End Lane, Hampstead, London. The proposed development comprises:

*"The demolition of six existing garages and the erection of a single two bedroom dwelling house of three storeys plus basement."*

## Pre-Application Consultation

1.2 The proposals submitted for planning have been through the formal pre-application advice process and included two meetings with Camden Council officers and a public exhibition. The first meeting with the Council took place on site on 20<sup>th</sup> August 2015 and a follow up meeting was held at the Council offices on the 13<sup>th</sup> January 2016. In the intervening period a public consultation exercise was held on the 18<sup>th</sup> November 2015 and individual consultation meetings were held with two neighbouring property owners.

1.3 Further detail on the outcome of these meetings and how the design has responded to the comments made is detailed later in this statement.

## Accompanying Documents

1.4 This Planning Statement should be read in conjunction with the following application documents:

- 1 Planning Application Form and Certificates;
- 2 Covering Letter
- 3 Application Drawings
- 4 Design and Access Statement
- 5 Basement Impact Assessment
- 6 Energy and Sustainability Statement
- 7 Arboricultural Assessment
- 8 Daylight/Sunlight Assessment
- 9 Tracking Diagrams
- 10 Construction Management Plan

1.5 The applicant has sought confirmation from Historic England that an archaeology desk based study is not required for this submission.

## 2.0 Site Context

### Location

2.1 The site is located in Hampstead, within the London Borough of Camden. The site is bordered by New End to the north and Flask Cottages to the south in a predominantly residential area. It is located five minutes' walk from Hampstead London Underground Station and Hampstead Heath London Overground Station.

2.2 This site comprises six vacant single garages and a small forecourt accessed via New End.

2.3 The site is Located in Environment Agency Flood Risk Zone 1 which is a location at very low risk of flooding by river or sea.

### Heritage

2.4 To the west of the site is a footpath leading to Flask Cottages and 42 Streatley Place. A Grade II Listed lamppost is located immediately to the north west.

2.5 The site is located within the Hampstead Conservation Area, within the Christ Church/Well Walk sub-area. The site is characterised by an *"intricate network of lanes and narrow alleyways built on complex slopes of the land to the east of Heath Street"*. There are a *"variety of building types, ages and styles ranging from tiny cottages of all ages, grand 18<sup>th</sup> Century houses, Victorian tenements and substantial villas to 20<sup>th</sup> Century Council flats and small private houses"*. The Conservation Area Statement does not mention the garages subject to consideration but does mention that the garages to the south of the site (Flask Walk) detract from the streetscape and openness.

2.6 Adjacent to the north of the site, the western terrace of New End Square (No. 16, 18 and 20) is Grade II Listed. The Hampstead Conservation Area Statement notes these buildings as *"an early 18<sup>th</sup> Century terrace, set back behind low brick walls"*. A number of additional Grade II buildings are within the surrounding area, including buildings on New End Square, the boiler house chimney at former New End Hospital, New End Primary School and 53-67 Flask Walk.

2.7 The Hampstead Conservation Area Statement also notes Flask Cottages; *"a terrace of five 1960s brick and timber-clad houses that step down the hill at right angles to the road, fitting well into the townscape. Their garages [southern garages not the subject of the proposed development] front onto Flask Walk and detract from the streetscape and open space"*.

2.8 There are a number of Grade II listed buildings in the surrounding area including buildings on New End Square (no's. 20, 18 and 16), the boiler house chimney at the former New End Hospital and New End Primary School.

## 3.0 **Planning History**

- 3.1 Historical mapping suggests that at the turn of the 20<sup>th</sup> Century, the site comprised part of 3 building plots (22, 24 and 26 New End Square), which were arranged from north to south off New End Square. The land to the south where New End Cottages are now situated was undeveloped. The 3 buildings were destroyed by bombing during World War II.
- 3.2 In 1962, planning permission was granted to Hampstead Borough Council for the erection of 5 three bedroom houses (now 3-7 Flask Walk) and 6 two bedroom flats (now 26 New End Square) with eleven garages (LPA ref: TP/13784/2773)
- 3.3 In 2014, the 6 garages developed to the north of Flask Cottages were purchased from the London Borough of Camden by Urban High Developments Ltd. with the intention of undertaking redevelopment. The parking provision provided by the site was allocated to the London Borough of Camden tenants who have since been relocated. The sale pack submitted by Camden included a planning statement suggesting the site was suitable for residential development; a view reinforced in subsequent pre-application meetings with Camden's planning officers.

## 4.0 **Application Site and Proposed Development**

### **Application Site**

4.1 The site comprises a small forecourt and 6 garages totalling approximately 0.02ha. It is located within a residential area to the east of Hampstead Town Centre, between Flask Cottages to the south and New End to the north.

4.2 The site has a PTAL rating of 3 and is within convenient walking distance of Hampstead London Underground Station and Hampstead Heath London Overground Station.

4.3 The site is overhung by a deciduous tree to the north and a cherry tree to the east, both located within the garden of 26 New End Square. These trees are protected by virtue of their location within a Conservation Area

### **Access and Parking**

4.4 The site is accessed via New End directly onto the forecourt in front of the garages. The garages were previously owned by Camden Council and used by Council tenants. The Garages were disposed of by the Council as they were no longer required for parking. The principle of the loss of parking for six vehicles is considered acceptable to the Council.

### **External Appearance and Materials**

4.5 The existing garages are of a low quality design and do not contribute to the character of the conservation area. The garages are formed of brick piers with metal doors, varying in style between the garages. The demolition of the garages is not considered to be contentious in respect of the impact on the conservation area or neighbouring listed buildings subject to a suitable high quality replacement scheme.

### **Proposed Development**

4.6 The proposals involve the demolition of existing garages and redevelopment to provide a single family dwelling. The dwelling comprises three storeys and a basement.

4.7 The description of development is as follows:

4.8 *“The demolition of six existing garages and the erection of a single two bedroom dwelling house of three storeys plus basement.”*

4.9 Full details of the proposed design are contained within the Design and Access Statement.



## Pre-application Consultation

- 4.10 As advised earlier, the proposals have been considered both by the Council and neighbours during design development. The first pre-application advice meeting was held on site on 20<sup>th</sup> August 2015 and was followed shortly thereafter by meetings with two immediate neighbours to the site. Following these early discussions, a number of matters were raised:
- The inclusion of a garage to the front of the proposed property
  - The extent of site coverage, particularly to the north-west.
  - Impact on daylight and sunlight and loss of outlook.
  - The approach to the street facing façade.
  - The location of a roof terrace
- 4.11 Design iterations have addressed these issues, including the cutting back of the building line in the north west corner to remove the concerns over a loss of outlook; alterations to the roof pitch to reduce the impact on daylight and sunlight to neighbouring properties; removal of the garage doors and inclusion of an open canopy to resolve issues over the bulk of the front elevation and use of a garage door; and the relocation of the terrace to a more enclosed central area.
- 4.12 The revised plans were presented to neighbours at a public exhibition held on November 18<sup>th</sup> and were sent to Council planning officers. A follow up meeting was held with Council officers on 13<sup>th</sup> January. Following these discussions, a number of additional items were raised:
- The material pallet and brick choice.
  - The impact of construction activity at the surrounding area.
  - The impact of the basement.
  - The detailing of the proposed window facing the lane.
  - Treatment of the space to the west of the site between the proposed building and the lane.
- 4.13 In response to these comments the choice of brick has been refined, addressing the variety of tone in the neighbouring buildings; a Construction Management Plan (CMP) has been produced, to be submitted with the application, providing detail of the proposed approach to construction; additional studies were undertaken on the basement and the piling increased accordingly to offer additional structural support; the window has been modified so as to sit more comfortably within its context; ample space has been left between the building line and the listed lamppost and the space between left open.
- 4.14 The project has benefitted significantly from the consultation undertaken. The project has evolved and has attempted to reflect the input of neighbours and officers as best it can, within the context of the site constraints. The result is a

building that sits comfortably within its context and responds positively to its surroundings, contributing to the character of the conservation area.

## 5.0 **Policy Context**

### **Statutory Development Plan**

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004, states that:  
*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*

5.2 The National Planning Policy Framework (NPPF) (March 2012) advises that for the purposes of decision-taking, policies in the Local Plan should not be considered out-of-date simply because they were adopted prior to the publication of the NPPF (para. 211). Where there is inconsistency between saved policies and the NPPF, the NPPF should prevail.

5.3 The Statutory Development Plan for Camden is The London Plan, LB Camden’s Core Strategy (2010), Camden Development Policies (2010) and Camden Site Allocations (2013).

### **National Planning Policy Framework (NPPF)**

5.4 The NPPF sets out the national planning policy guidance for England and is a material planning consideration in determining planning applications.

5.5 The NPPF requires a local planning authority (LPA) to adopt a positive approach to decision taking and to apply a presumption in favour of sustainable development. For decision taking, this means that applications which accord with the development plan should be approved. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless the adverse impacts of doing so would significantly outweigh the benefits of the development assessed against the policies in the NPPF (paragraph 14).

5.6 The NPPF requires Local Planning Authorities to approach decision-taking in a positive way to foster the delivery of sustainable development *“Local Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area”* (paras 186, 187).

5.7 The NPPF outlines the 12 core planning principles. These confirm that planning should, amongst other matters:

- Proactively drive the 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. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities (bullet 3, paragraph 17).
- Always seek to secure high quality and a good standard of amenity for all existing and future occupants of lands and buildings (bullet 4, paragraph 17)
- 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 (bullet 8, paragraph 17)
- Conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations (bullet 10, paragraph 17).

## Heritage

5.8 The NPPF sets out how the Local Plan should positively plan for conservation and enjoyment for the historic environment. In determining applications in relation to heritage assets it states that:

*“Local Planning authorities should look for opportunities for new development within Conservation Areas and World Heritage sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably”* (Paragraph 137).

## Housing

5.9 The NPPF seeks to significantly boost the supply of housing.

*“Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate”* (paragraph 51).

## The London Plan (March 2015)

- 5.10 The London Plan sets out the Mayor of London's strategic vision for London over the next 20 – 25 years and provides strategic planning guidance for London.
- 5.11 Hampstead is part of Inner London but is outside of the Central Activities Zone. It is not designated as an opportunity or intensification area by the Mayor. Policy 2.9 (Inner London) focuses on realising the potential of Inner London to sustain economic and demographic growth whilst improving the unique environment.

### Heritage

- 5.12 The London Plan outlines the approach to London's heritage assets and historic environment, including listed buildings and conservations areas. Any development should be of the highest quality of architecture and design and respond positively to local context and character. Policy 7.8 (Heritage Assets and Archaeology) states that *“development should identify, value, conserve, restore and re-use heritage assets where appropriate”*. It goes on to state *“development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail”*.

### Housing

- 5.13 London's housing requirements are identified in the London Plan. The Strategic Housing Market Assessment (SHMAA) indicates that London will require between 49,000 (2015-2036) and 62,000 (2015 – 2026) more homes per year. Policy 3.3 (Increasing Housing Supply) recognises the need for housing in London and sets out how the Mayor and the boroughs should support London's housing growth.
- 5.14 Policy 3.3 (increasing Housing Supply) states that:
- “Boroughs should identify and seek to enable additional development capacity to be brought forward to supplement these targets having regard to the other policies of this Plan and in particular the potential to realise brownfield housing capacity through the spatial structure it provides including:*
- a *Intensification;*
  - b *Town centre renewal, especially centres with good public transport accessibility;*
  - c *Opportunity and intensification areas and growth corridors;*
  - d *Mixed use redevelopment, especially of surplus commercial capacity and surplus public land, and particularly that with good transport accessibility;*
  - e *Sensitive renewal of existing residential areas, especially in areas of good public transport.”*

5.15 The London Plan supports housing development proposals that take into account local context and character, design principles (set out in Chapter 7) and public transport capacity. It further states in Policy 3.5 (Quality and Design of Housing Developments) that “*Housing developments should be of the highest quality in relation to their context and wider environment...*” to enhance residential neighbourhoods and protect and enhance London’s environment as a whole.

5.16 The London Plan sets out the need for a wide variety of housing types to create mixed, balanced and diverse communities (Policy 3.9. Mixed and Balanced Communities). Policy 3.8 (Housing Choices) states that “*...boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that: a new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors*”

## **Transport**

5.17 Policy 6.1 (Strategic Approach) encourages the use of sustainable modes of transport and seeks to improve the capacity and accessibility of public transport, walking and cycling. In areas of appropriate transport accessibility and capacity (existing or proposed) opportunities for development should be exploited.

5.18 Sustainable modes of transport are encouraged within the London Plan. This is supported by Policy 6.13 (Parking) which sets out the maximum standards of car parking provision within new developments to ensure it does not undermine cycling, walking and public transport uses.

## **Supplementary Planning Guidance**

5.19 The Greater London Authority Supplementary Planning Guidance on Housing gives further guidance on implementing the range of housing policies in the London Plan that can’t be addressed in sufficient detail in the plan itself.

## **London Borough of Camden Core Strategy 2010 – 2025 (2010)**

5.20 The Core Strategy provides an overarching view of the Borough’s planning objectives focusing on the key issues to be addressed. The key relevant objective include:

- to promote high quality, sustainable design and physical works to improve our places and streets and preserve and enhance the unique character of Camden and the distinctiveness of our many conservation areas and our other historic and valued buildings, spaces and places.

- to provide homes to meet Camden's housing needs as far as possible in terms of affordability, the type of properties built and the mix of sizes, and promote their sustainable design and construction. Housing will be the priority land use of this Core Strategy.
  - to promote and protect the high levels of amenity and quality of life that make Camden such a popular place to live.
- 5.21 Policy CS1 (Distribution of growth) promotes efficient use of land and buildings in Camden and supports growth in accessible locations.
- 5.22 Policy CS6 (Providing Quality Homes) aims to make full use of Camden's Housing capacity. It sets a target of 5,950 homes from 2007-2017 including 4,380 self-contained homes and a target for the entire plan period (2010-2025) to meet or exceed 8,925 homes including 6,550 self-contained homes.
- 5.23 Policy CS13 (Tackling Climate Change through Promoting Higher Environmental Standards) requires *"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"*.
- 5.24 The Core Strategy confirms the importance of heritage conservation to protect and safeguard the historic assets and their setting including conservation areas, listed buildings, archaeological remains scheduled ancient monuments and historic parks and gardens. (Policy CS14 (Promoting high quality places and conserving our heritage)).

## **Camden Development Policies (2010)**

- 5.25 Camden Development Policies contributes towards delivering our Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy.
- 5.26 Policy DP2 (Making Full use of Camden's Capacity for Housing) supports the housing targets set out in Core Strategy Policy CS6 and aims to maximise the supply of additional homes within the borough.
- 5.27 Policy DP18 (Parking standards and limit the availability of car parking) seeks to ensure developments provide the minimum necessary car parking and expects developments in the Central London Area to be car free. Policy DP19 (Managing the impact of Parking) encourages the removal of surplus car parking spaces.
- 5.28 The Development Policies document supports sustainable design and construction methods and requires development to be resilient to climate change (Policy DP22 (Promoting Sustainable Design and Construction)). It continues by requiring all developments to be of the highest design standards which consider character, setting, materials, frontages, services, topography,

trees, landscaping, amenity and accessibility. (Policy DP24 (Securing High Quality Design)).

- 5.29 Policy PD25 (Conserving Camden's Heritage) notes the importance of Conservation Areas, Listed Buildings and Other Heritage Assets and will only permit development within the Conservation Area that preserves and enhances the character and appearance of the area. It further seeks to preserve trees and garden spaces which contribute to the character of the area.
- 5.30 Policy DP26 (Managing the Impact of Development on Occupiers and Neighbours) aims to protect the quality of life of neighbours through granting planning permission that does not cause harm to amenity.

### **Camden Site Allocations (2013)**

- 5.31 The site is not allocated in the Camden Site Allocations Documents

### **Supplementary Planning Document**

- 5.32 Camden has a suite of Guidance documents, including CPG4 Basements and Lightwells. Where relevant these documents should be used to inform the design development as they provide further guidance on local requirements.

### **Emerging Local Plan**

- 5.33 Camden is currently preparing a new Local Plan. The new Local Plan was approved for pre-submission consultation by Cabinet In January 2016. Due to the early stages of the draft plan within the plan making process the policies have limited weight. Until it is adopted, the NPPF and existing Local Plan will take precedence in determining planning applications. This was confirmed by supplementary text to recommendations made to the Cabinet in January 2016. As a result, the proposals have considered the extant policy only.



## 6.0 **Planning Assessment**

6.1 The proposed development is assessed in relation to the key policy tests drawn from Section 5:

- 1 Principle of Development
- 2 Transport and Highways
- 3 Residential Amenity
- 4 Heritage
- 5 Sustainable Design and Construction
- 6 Trees and Landscaping
- 7 Basements
- 8 Construction Management

### **Principle of Development**

6.2 National and local planning policy supports additional housing development, particularly in highly accessible locations whilst having regard to residential amenity. The impact on residential amenity will be examined further below.

6.3 The principle of the redevelopment of the site to provide a single residential unit is clearly supported by policy and would contribute to the supply of additional housing to meet the current London and Camden housing targets in accordance with Core Strategy Policy CS6.

6.4 The use of brownfield land to deliver housing is supported by the principle policies of the NPPF (paragraph 17) and by the London Plan (policy 3.3). Council pre-application advice has consistently supported residential use at the site.

### **Transport and Highways**

6.5 The proposed development comprises an off street parking space for use by occupants of the dwelling. The space replaces 6 garages and therefore represents a significant reduction in potential car use in the immediate area. The site has space to safely accommodate the parking space and as the enclosed tracking diagram demonstrates a vehicle can exit and enter the site in a safe manner. The proposal also offers adequate storage for two bicycles.

6.6 The loss of 6 garages and their replacement with a single space associated with a private dwelling is considered to be in line with Policy DP18 reducing the level of parking and adhering to the standards contained within Appendix 2. The provision of one off street parking space is in line with London Plan policy contained within the Parking addendum to Chapter 6.

- 6.7 The proposals are therefore acceptable from a transport and highways perspective.

## **Residential Amenity**

- 6.8 The proposed development has been carefully designed to take into account the amenity of neighbouring residents. A daylight and Sunlight assessment has been undertaken. This has found that there will be no unacceptable daylight and sunlight effects in the context of the Building Research Establishment (BRE) guidance and having regard to the Site's context as an urban site. Further details are contained within the Daylight and Sunlight Assessment.
- 6.9 The NPPF encourages positive planning to achieve high-quality architecture, reflective of local surrounds and materials with a good standard of amenity of all existing and future occupants of land and buildings (Chapter 7). The proposals seek to maximise sunlight and daylight within the proposed dwelling and protect the quality of life of the future occupiers as well as current neighbours in terms of privacy, overlooking, overshadowing, outlook, sunlight and daylight and has had regard to Development Policy DP26 and paragraphs 4.20 – 4.25 of the Camden Housing CPG 2 as well as the intent of CPG1.
- 6.10 The site will include a roof terrace, as part of its amenity space provision. Following discussions with officers this terrace has been designed to sit within the body of the building so as to avoid any overlooking. The future occupiers would also benefit from courtyard amenity space at ground floor level. The windows have been located carefully on key elevations to avoid overlooking and impacting on privacy of neighbours whilst affording future occupiers a good level of outlook.
- 6.11 The location of windows has evolved following detailed discussions with Camden's planning and design and conservation officers. The proposals are considered to be acceptable in respect of the impact on the amenity of neighbours and on the amenity provided to its future occupiers.

## **Heritage**

- 6.12 There is no specific reference to the proposed development site within the Hampstead Conservation Area Statement. On this basis, and on review of its particular merits, while the site is located within the Conservation Area it is not considered to contribute to the character or setting of the Conservation Area. If anything the existing garages serve to detract from their immediate setting and development of the site presents an opportunity to enhance this part of the Conservation Area and the setting of the adjacent listed building.
- 6.13 In accordance with paragraph 137 of the NPPF Local Planning Authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve the elements of the setting and make a positive contribution to or better reveal the significance of the asset should be treated favourably.

- 6.14 The proposed development is in keeping with the scale of buildings within the immediate area and the elevation design and use of materials have been carefully considered throughout the design process to ensure they complement and are sensitive to the prevailing style within the Conservation Area. In this respect a tone and style of brick has been proposed which sits comfortably in different view point and against different backdrops and foregrounds – which in turn comprise a variety of brick types and tones. These details were discussed at length with the Councils Design and Conservation officer prior to submission.
- 6.15 The proposal is considered an improvement on the in situ garages when viewed within the setting of nearby listed buildings.
- 6.16 The proposal has been developed in a sensitive manner, taking account of officer comments on the detailed design, to respect the Conservation Area and surrounding listed buildings. In this respect the proposals are acceptable within the context of para 137 of the NPPF and DP25.

## **Sustainability Design and Construction**

- 6.17 An energy and sustainability assessment has been submitted with this application. This shows that the proposals will result in a reduction in CO2 emissions beyond Building Regulation targets. Opportunity to further reduce the CO2 emissions through renewable energy sources have been considered and their relative merits, in the context of a single dwelling house, have been discussed within the Energy and Sustainability Assessment.
- 6.18 Given that the proposal is a minor development, within a conservation area, we consider that the intent of the London Plan Policy 5.3 has been met where possible.

## **Trees and Landscaping**

- 6.19 There are no trees on the site, however a significant tree is present on neighbouring land to the north east corner of the site. The proposals have been developed with full regard for the tree and its root protection area. An arboricultural report has been submitted with the application demonstrating how this tree and others surrounding the site will be fully protected in line with Policy DP24.

## **Basements**

- 6.20 The scheme proposes a small basement to the south of the site, beneath the location of the existing garages. A Basement Impact Assessment incorporating ground movement studies has been undertaken and is submitted with this application. The Assessment demonstrates that a small basement, as proposed can be safely constructed in this location without causing unacceptable risk to neighbouring land and property.
- 6.21 The proposal is in line with policy DP27 and Camden Planning Guidance 4.

## **Construction Management**

6.22

Given the constrained nature of the site in respect of access, it has been prudent to consider the construction logistics at an early stage. As such, a Construction Management Plan (CMP) has been submitted with this application detailing the proposed construction activities and how the deliveries and removal of waste might best be managed. This work has been undertaken prior to the appointment of a contractor, incorporates industry best practice and will serve to protect the amenity of residents during the construction stage. An addendum to the CMP could be provided by the appointed contractor prior to the commencement of works should additional information be required.

## 7.0 **Conclusions**

- 7.1 The application proposes the demolition of six garages and their replacement with a single two bedroom dwelling. The garages do not currently contribute to the character of the conservation area and their demolition should not be resisted in principle. The garages were disposed of by the Council and were considered surplus to requirement, their loss is therefore not considered to be contrary to policy concerning availability of parking.
- 7.2 The replacement dwelling has been carefully designed to respond to the complex surrounding environment and has, throughout the design development process, taken account of comments by local stakeholders, including neighbouring residents. The result is a scheme that fits comfortably within its immediate context, offers a high quality single dwelling house, resulting in a decrease in traffic activity and an improvement to the setting of the conservation area and neighbouring listed buildings.
- 7.3 The design has been careful not to cause unacceptable harm to neighbouring dwellings and amendments have been made to the scheme at various stages to improve the relationship with neighbouring buildings. The result is a proposal which would not have a unacceptable impact on the amenity of neighbours and is considered acceptable in policy terms resulting in an additional dwelling house built on previously developed land.
- 7.4 On the basis of the above, we respectfully request that planning permission be granted.



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