

Planning Statement

Garages to the South of 27a West End
Lane, NW6 4QJ

March 2016

Turley

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Executive Summary

1. This Planning Statement has been prepared on behalf of StreetPlot Ltd for a proposed residential scheme to provide 6 units at the site of the existing garages to the south of 27a West End Lane.
2. This planning application submission is the culmination of a collaborative planning and design process, involving pre-application discussions with Camden Council. The pre-application process has been an important factor in developing the proposals from a previously submitted proposal. This new proposal is materially reduced in scale and built volume and pulled back from the site boundaries in comparison to the previous.
3. The principle of a residential scheme at the site is fully acceptable and has clear support from Camden Council, as confirmed in the Planning Statement produced by the Council in relation to the site in October 2014 (prior to its disposal for this purpose) and in pre-application advice.
4. The proposed development presents an opportunity to fully utilise the site for residential purposes, introducing a high quality designed scheme which responds to neighbouring properties and fits with the existing character of the area and provides a new visually interesting active frontage.
5. Camden Council is required to meet or exceed its 10 year housing target (2015-2025) as set by the London Plan of 8,892 dwellings, with an annual monitoring target of 889. In this context, it is relevant that the Mayor's London Housing Strategy encourages the exploration of opportunities to develop small parcels of land to support infill housing development. The GLA's Housing Land Availability Assessment does not separate out infill sites, but indicates capacity for over 100,000 homes on small sites such as this, falling under 0.25 hectares. This trend towards utilising infill sites is also reflected within the Camden Core Strategy and Development Policies (2010-2025) and the Camden Local Plan Submission Draft (2015). Furthermore, the 'Delivering Infill Development London 2050 Briefing Paper' produced by Future of London to supplement the Mayor's draft London Infrastructure Plan 2050, specifically sets out the benefits of infill schemes.
6. Overall, the Proposed Development is supported by national planning policy contained within the National Planning Policy Framework, the London Plan, and current and emerging planning policy set out within the Camden Local Development Framework Core Strategy and Development Policies (2010-2025), and Camden Local Plan Submission Draft (February 2015).
7. As such, we consider that planning permission should be granted for this application.

1. Introduction

1.1 We have been instructed by our client StreetPlot Ltd to submit a planning application for the erection of six new residential units at the garages to the south of 27a West End Lane, NW6 (the 'Site' or 'Application Site').

1.2 The description of development is as follows:

"Demolition of the existing eight garages and the erection of a two to four storey building to provide six residential units (Class C3) and associated landscaping" (the 'Development' or 'Proposed Development')

1.3 This application follows a previously withdrawn scheme for a similar proposed development at the same Site (ref. 2015/5551/P). This submission demonstrates amendments to the Proposed Development which respond to comments raised by Officers in relation to the previous application.

1.4 The objective of the Proposed Development is to make maximum use of an otherwise vacant Site whilst balancing sensitivity to neighbouring properties and principles of good design for high quality residential development. It will contribute to Camden's housing supply, improve the street scene by providing a frontage to West End Lane as well as benefiting the feel and security of the area by removing an under-used negative 'dead' space.

About the Applicant

1.5 StreetPlot Ltd is a young London based architectural design and development company, founded in 2014. StreetPlot values the transformative role of architecture and the potential it offers to regenerate broken pockets of the urban environment.

1.6 StreetPlot take pride in creating distinct, sophisticated, intricately designed and carefully crafted buildings for the overall benefit of London and its residents.

Application Pack

1.7 The following documents are submitted as part of this application:

- Covering letter, prepared by Turley;
- Planning application form and certificates, completed by Turley;
- CIL form, completed by Turley;
- Planning Statement, prepared by Turley (this document);
- Design and Access Statement, prepared by StreetPlot Ltd;
- Construction Management Plan, prepared by StreetPlot Ltd;

- Daylight and Sunlight Assessment (Neighbouring Properties), prepared by Rights of Light Consulting;
- Daylight and Sunlight Study (Within Development), prepared by Rights of Light Consulting;
- Sustainability Report, prepared by Build Energy;
- The following drawings, prepared by StreetPlot Ltd;
 - Location Plan (1000-000);
 - Existing Site Plan (1000-100E);
 - Proposed Site Plan (1000-100);
 - Existing Ground Floor Plan (1000-110E);
 - Existing Elevations 1, 2 and 3 (1000-202D, E and F);
 - Proposed Block Elevations 1 and 2 (1000-202A and 202B);
 - Proposed Block Sections 1-3 (100-200, 201 and 202C);
 - Proposed Ground Floor Plan (1000-110);
 - Proposed First Floor Plan (1000-111);
 - Proposed Second Floor Plan (1000-112);
 - Proposed Third Floor Plan (1000-113); and
 - Proposed Roof Plan (1000-114).

1.8 As this application follows a previously withdrawn application made by the same applicant within 12 months, it should benefit from a “free go” under Regulation 9 of the 2012 Fees Regulations.

1.9 The following section provides details of the Application Site.

2. Site Context

- 2.1 The Site currently comprises 8 single storey garages currently facing north, with their rear wall abutting the street frontage to West End Lane and ancillary space for parking. At present, the wall presents a negative blank feature to the street scene. As the Site was considered surplus to parking requirements, it is now vacant and sectioned off by construction hoarding erected by Camden Council.
- 2.2 The Site sits directly south of Sycamore Court at 27a West End Lane, close to its junction with Mutrix Road. This southern end of West End Lane slopes downhill towards Kilburn High Road to the south-west and uphill towards Abbey Road to the north. This gradient is reflected across the Site and in the surrounding built form.
- 2.3 The immediately surrounding context is wholly residential. Immediately to the north is Sycamore Court, which provides three storeys of sheltered housing, adjacent to three storey townhouses directly to the north-east of the site.
- 2.4 To the opposite side of West End Lane, there is a block of four storey flats. The two storey dwelling directly opposite the Site then sits adjacent to three storeys of residential flats forming part of Holmesdale House, which increases to five storeys as the street slopes towards Kilburn High Road. The height of the surrounding buildings therefore typically varies between three and four storeys.
- 2.5 The Site has a high PTAL accessibility rating of 6a, demonstrating its close proximity to Kilburn High Road and Kilburn Park underground/overground stations and bus links from the main arterial route of Kilburn High Road.

Planning History

- 2.6 There is no relevant planning history on the Site itself or within the immediately surrounding context, with the exception of the previously withdrawn scheme for a larger building on the Site made by this applicant, as referred to in Section 4.
- 2.7 However, the following precedents have been found from within Camden Council's jurisdiction and the neighbouring Islington Council.

59-61 Oak Grove, NW2

- 2.8 Planning permission was approved for the following at the above Site on 12 May 2014:

"Erection of a 3 storey building to provide 17 x 1-bed flats (including 13 x intermediate affordable units) with associated amenity space, refuse and cycle storage" (ref. 2014/1029/P)

- 2.9 The application Site was previously vacant and formerly occupied by a commercial building, which was subsequently demolished for redevelopment for residential purposes. In the interim, the Site was used for car parking.

Garages adjacent to 10 Ferdinand Street, NW1

- 2.10 Planning permission was granted for the following at the above Site on 7 August 2014:

“Erection of four storey building to create 8x residential units (5x 2 bed, 1x 3 bed, 2x 1 bed) following demolition of existing garages” (ref. 2014/0816/P)

- 2.11 The context to this application is very similar, as the 8 lock up garages previously on the Site were owned by the Council prior to their sale having been considered surplus to requirements. The Council subsequently considered the Site to be suitable for housing, and this scheme was considered acceptable on the basis that it would make good use of the underused site, providing a high quality scheme which provides a good mix of unit sizes.

Village Close Garages, Belsize Lane, NW3

- 2.12 Planning permission was granted for the following at the above Site on 20 January 2016:

“Demolition of existing garages and redevelopment of the Site to provide a part three part four storey building comprising of 7 units and basement level for provision of parking, associated access and landscaping” (ref. 2014/3604/P)

- 2.13 The development was considered to be an appropriate land use, taking account of the wider area and its sensitive location adjacent to two conservation areas, with regard for the amenity currently enjoyed by neighbouring residents.
- 2.14 As such, there are good examples of how infill development of the type proposed in this new application can be satisfactorily fitted into similar urban contexts.
- 2.15 The following section provides details of the policy context to this application.

3. Relevant Planning Policy

- 3.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 3.2 Overarching planning policy guidance is contained within the National Planning Policy Framework and the National Planning Practice Guidance, both of which are material considerations.
- 3.3 The Development Plan for the Site comprises:
- The London Plan (March 2015, originally July 2011);
 - The Camden Core Strategy (2010-2025);
 - Camden Development Policies (2010-2025); and
 - Camden Local Plan Submission Draft (February 2015) (submission and examination is due to take place in Summer 2016).
- 3.4 As the emerging Local Plan is at an advanced stage, it should be given the appropriate weight within the decision making process in respect of this application.
- 3.5 It is also relevant to have regard to the draft Minor Alterations to the London Plan (MALPs), which have been prepared to bring the London Plan in line with national housing standards and car parking policy. These have been considered by an independent inspector and at an examination in public.
- 3.6 In terms of further material considerations, it is considered that the following adopted supplementary planning documents are of relevance when considering this planning application:
- Camden Planning Guidance (CPG) 1: Design;
 - Camden Planning Guidance (CPG) 2: Housing;
 - Camden Planning Guidance (CPG) 3: Sustainability;
 - Camden Planning Guidance (CPG) 6: Amenity;
 - Camden Planning Guidance (CPG) 7: Transport; and
 - Camden Planning Guidance (CPG) 8: Planning Obligations.
- 3.7 A full summary of the relevant planning policy can be found in **Appendix 1**.

4. Pre-application Consultation

Camden Planning Statement (October 2014)

- 4.1 The Site was subject to a Planning Statement prepared by Camden Council in October 2014 prior to the Site being sold.
- 4.2 The Statement establishes the principle of the use of the Site for residential development, stating that this is Camden's priority land use.
- 4.3 The Statement continues to give specific criteria for establishing an acceptable residential development at the Site:
- Design - *"Consideration would need to be given to the relationship of the Site with neighbouring houses"* in terms of context, form, scale, character and proportions, as well as materials;
 - Residential mix and standards - At this stage it was quoted that *"two bedroom units are a very high priority, with 3 bedroom and 4+ dwellings a medium priority and 1 bedroom dwellings a lower priority"*. Adequate standards of accommodation should be provided in relation to internal amenity standards and outdoor amenity space. In addition, *"all new housing should be built to Lifetime Homes standards and a minimum of 10% of new housing should either meet wheelchair housing standards, or be easily adapted to meet them"*; and
 - Sustainability – *"Development will be expected to incorporate sustainable development principles into the design and implementation of development, and will be expected as a minimum to achieve Code for Sustainable Homes Level 4¹"*. (We note that Code for Sustainable Homes has since been revoked.)
- 4.4 Any planning application was required to include an assessment of the impact any parking displacement would have on on-street parking bays in the area. *"The residential units should be designated as either car capped or car free"*.

Scheme Development

- 4.5 An initial residential scheme was subsequently prepared by the applicant, as guided by the advice summarised above.
- 4.6 To give early consideration to the potential impacts on neighbouring properties, a Daylight and Sunlight Assessment was carried out at the first stage in the design process in order to inform the appropriate massing of the subsequent pre-application submission. This is further outlined in the accompanying Design and Access Statement.

Pre-application Submission (May 2015)

- 4.7 A request for pre-application advice was submitted in May 2015 for the redevelopment of the Site to provide a two to four storey block of residential flats (comprising 4x 2 bedroom units and 2x 1 bedroom units) following demolition of the existing garages.

¹ Code for Sustainable Homes has now been revoked, however the accompanying Sustainability Statement details our response.

4.8 A pre-application meeting was held at the Council with the case officer, Aysegul Olcar-Chamberlin, on 1 July 2015. Written advice was then received on 28 July 2015. The advice was broadly supportive and confirmed the following:

- Principle of development - The acceptability of residential use at the Site was confirmed, alongside acknowledgement that the loss of parking spaces and garages in terms of impact on on-street parking conditions would be acceptable;
- Design – The proposed contemporary approach was welcomed. It was considered that further work is required in terms of design, summarised as follows:
 - In respect of height, the addition of a 4th floor would need to be justified in the context of the surrounding development;
 - The proposed use of a sloped roof (as shown in Options 2-4) may be more appropriate than the stepped roof to the west elevation, although it was acknowledged that a flat roofed development could be accommodated at the site;
 - In terms of massing, the front building line of the development should follow the building line of the end property on Mutrix Road and address the slight curve in the road. It was acknowledged that the development steps back to the west elevation to prevent a sense of enclosure to Mutrix Road, however any future applications were requested to show the development in the context of the neighbouring properties;
 - Opaque windows to the west elevation are supported (to safeguard the amenity of residents on Mutrix Road);
 - Landscaping should be incorporated to create some defensible space to the front of the residential units; and
 - In terms of detailed materials, the use of brick is acceptable (in a tone similar to the existing buildings) and zinc cladding should only be used at roof level.
- Residential mix and standards –
 - The proposed mix is acceptable, however the provision of a 3-bedroom unit in place of a proposed 1-bedroom maisonette within the scheme would be supported in policy terms (given 3-beds are of medium priority whereas 1 beds are low priority);
 - The flats proposed would be spacious and have dual aspects. It is expected that all units should receive good levels of light and high standards of outlook and privacy (and comply with Lifetime Homes Standards); and

- One cycle space per 1 bed unit and 2 spaces per all other dwellings are required. At least 10 bicycles should be accommodated within the proposed secured cycle storage.

4.9 It was noted that financial contributions would need to be secured via Section 106 towards Pedestrian, Cycle and Environmental improvements as well as highways works to mitigate the impacts of the proposed development.

Pre-application follow-up correspondence (August 2015)

4.10 Following receipt of the written advice summarised above, subsequent correspondence took place with Seonaid Carr, Principal Planning Officer, to clarify design updates which had been made in response to the relevant feedback above.

4.11 Details were submitted on 4 August 2015 which are summarised as follows:

- The building line was set back to address the frontages to the end of Mutrix Road, with the front façade staggered to address the slight curve in West End Lane. Landscaping was then incorporated in front to create defensible space;
- The roof form was modified to remove the flat stepped form and the number of setbacks and replaced with a sloped roof form; and
- The eastern section of the roof was lowered to take into regard the height of the surrounding buildings and the adjacent Sycamore Court.

4.12 Seonaid Carr responded on 6 August to confirm that one straight line was preferred at roof level instead of the stepping put in place to take into regard the height of the surrounding buildings. As a result, further roof eaves details were sent to Seonaid on 7 August, removing the step in the roof as advised.

4.13 Subsequent correspondence received on 25 August confirmed that the flat roof should be brought down in line with the eaves of Sycamore Court *“as far as is practically possible”*. It was acknowledged that the alignment would not be appreciated in the same view as the ‘true’ elevation, as shown by the drawings.

Full Planning Application (Ref. 2015/5551/P)

4.14 With the scheme having been amended to respond to pre-application feedback from Officers, a full planning application was subsequently submitted to Camden Council on 7 October 2015, with the following description of development:

“Redevelopment of the Site at 27 West End Lane, with the demolition of the existing eight garages and the erection of a two to four storey building providing 6 residential (Class C3) (2x1-bed, 2x2-bed and 2x3-bed) units.”

4.15 As requested, the submission was made as accompanied by a Draft Construction Management Plan; a Sustainability Statement; and a Daylight, Sunlight and Overshadowing Assessment.

4.16 This application was withdrawn following feedback from the case officer, Fergus Freeney, which differed from that received at the pre-application stage. Since this time,

the applicant has continued to engage positively with officers and the appropriate revisions to the scheme were submitted for review on 22 January 2016, responding to design comments made on the withdrawn scheme:

- The bulk and massing of the scheme was reduced (this is now demonstrated in the accompanying Design and Access Statement and the blue dotted 'previous application envelope' shown in the accompanying drawings);
- The stepped roof has been reinstated (as it was considered that the sloped roof created a disjointed appearance which does not relate to the rest of the building);
- The rhythm, pattern and scale of the windows to the front elevation have been amended to provide larger windows in a more regular pattern; and
- Brick is maintained as the main facing material with a set-back upper storey in a more lightweight cladding material. The brick detailing will be provided at a high standard, with deep reveals to openings.

4.17 The effect of these changes was to reduce the volume of the proposed building by approximately 18%.

4.18 Further feedback was then received from the case officer on the revised scheme, following discussions with the design officer. It was considered that this was an improvement upon the previous scheme in terms of bulk, massing and overall form.

4.19 In addition, in direct response to comments, the layout of the ground floor flat (Flat 1) has been amended to provide a south facing window within 30 degrees of south to make the most of solar gain through passive solar energy.

4.20 As also guided by the amended layout to take into account the reduction in bulk and massing, the residential mix has been amended to reflect the housing mix set out in Emerging Policy H6, which prioritises 3 bedroom units equally against 2 bedroom units. As such, 3x 3 bedroom units and 3x 1 bedroom units are now proposed as an appropriate mix of large and small dwellings.

4.21 The Proposed Development now seeks to provide a consolidated response to resolve all matters raised in the feedback from officers so far. As such, the accompanying reports have been updated as appropriate.

Public Responses

4.22 Six previous objections were made in relation to the previous scheme. The current scheme acknowledges and responds to these comments as follows:

- Refuse storage has been relocated to be accessed from the main frontage, away from the neighbouring properties on Mutrix Road, to provide a more acceptable solution in terms of odour and overlooking;
- The height, providing 2 to 4 storeys, is justified in the context of the surroundings – bulk and massing has been carefully considered in the evolution of the scheme.

The scheme is stepped back from the road to reduce the impact of the height of the units from street level;

- Privacy and overlooking has been considered throughout the design development. Opaque windows are indicated throughout the western elevation to take into account the neighbouring developments on Mutrix Road. There are otherwise no overlooking issues within the Proposed Development, including those to and from the neighbouring development at Sycamore Court;
- The current access for disabled residents at the neighbouring Sycamore Court will not be affected;
- Daylight and sunlight impacts have been explored from the outset and are acceptable (as demonstrated in the accompanying report);
- The proposed number of flats is proposed to maximise use of the Site within acceptable parameters, falling within the London Plan density guidance relevant to the Site's 6a PTAL rating and the 'Urban' setting;
- There is only minor excavation required to implement the Proposed Development. The development will also be acceptable in terms of construction management impacts, such as dust and noise pollution (as demonstrated within the accompanying Construction Management Plan); and
- The Development is car free (to be secured by enforceable legal agreement) so there will be no impact on existing parking pressures in the area.

4.23 The detail of the Proposed Development is further outlined in the next section of this report.

5. Proposed Development

The Proposed Development

5.1 This application seeks planning permission for the following:

“Demolition of the existing eight garages and the erection of a two to four storey building to provide six residential units (Class C3) and associated landscaping” (the ‘Development’ or ‘Proposed Development’)

5.2 The details of the Proposed Development are set out in the following table:

Unit no.	Location	Dwelling Type	Net Internal Area (sq.m)	Camden minimum standards (CPG2 Housing) (sq.m)	London Plan minimum space standards	Amenity space type	Amenity space (sq.m)
1	Ground Floor	3 Bed, 5 Person	90	84	86	Private pocket garden	29
2	Ground Floor	1 Bed, 2 Person	48	48	50	Private pocket garden	10
3	First Floor	3 Bed, 6 Person	93	93	95	Balcony	9
4	First Floor	1 Bed, 2 Person	50	48	50	Balcony	5
5	Second Floor and Third Floor	3 Bed, 5 Person	105	84	96 ²	Roof Terrace	18
6	Second Floor	1 Bed, 2 Person	50	48	50	Balcony	5
Total		12 Bedrooms, 22 Persons (19 habitable rooms)	436	405	427		72

² This is classified as a “two storey dwelling” in dwelling size table 4.1.1

- 5.3 The Site area is 300 sq.m, therefore the development has a density of 200 units per hectare, or 633 habitable rooms per hectare.
- 5.4 The development is proposed to be car free and the applicant is prepared to accept a legal agreement removing the ability for residents to apply for parking permits.
- 5.5 Further details of the Proposed Development are provided within the accompanying Design and Access Statement.

6. Planning Appraisal

Principle of Development

- 6.1 At paragraph 47, the NPPF emphasises the objective to *“boost significantly the supply of housing”*. Furthermore, the London Plan emphasises that there is likely to be an increase of around 800,000 new homes by 2021, and with current completion rates averaging only around 25,000 a year there will be a deficit, by 2021, of 660,000 homes. The London Plan emphasises the need to ensure that there are enough homes to meet *“the needs of Londoners at all stages in their lives and whatever their circumstances, and designed so that they actively enhance the quality of neighbourhoods in which they are located”* (paragraph 1.44). To accommodate these demands it is necessary to provide housing *“in ways that do not worsen quality of life for London as a whole (which means we will have to ensure the best use of land that is vacant or under-used”* (paragraph 1.48). This challenge for London will therefore need to be met through intelligent intensification, densification and development optimisation in highly accessible locations and transport hubs where there is convenient proximity to amenities and to social and economic infrastructure.
- 6.2 In the context of Camden Council, its minimum 10 year housing target (2015-2025) as set by the London Plan is 8,892 dwellings with an annual monitoring target of 889. In recent years, Camden has met and exceeded its set targets and predicts that it will continue to do so for the next five years, however it should be understood that these targets are moderated by a capacity assessment and are not a true reflection of need or demand. The challenge then is not just to meet the targets but to continuously exceed them taking every opportunity of scale to deliver. To meet this challenge, Camden must therefore make best use of limited land and accordingly should seek to encourage higher densities in the most accessible locations.
- 6.3 In principle, the change of use of the vacant garages and ancillary land at this Site to residential use is acceptable and encouraged in accordance with paragraph 50 of the NPPF and Emerging Local Plan Policy H1. Furthermore, the Planning Statement referred to in Section 3 prepared by Camden Council in October 2014 clearly emphasises that housing is the borough’s priority land use and as such, new residential floorspace on this Site would be welcomed.
- 6.4 The Planning Statement (October 2014) also notes that any planning application should be accompanied by an assessment of the impact any parking displacement would have on street parking bays in the area. Since this Planning Statement was written, the Council have transferred ownership of the land to the applicant. In subsequent pre-application correspondence, officers have acknowledged that the loss of garages and parking spaces would not have a detrimental impact on street parking in the area, as Camden tenants who were using the Site for parking would be relocated within existing local estate parking provision.

Residential Standards

- 6.5 The scheme provides 3x small (1 bedroom) units and 3x large units (3 bedroom) units, providing a mix in accordance with the aims set out in Emerging Policy H7. As the 3 bedroom units provided are considered high priority within the emerging Local Plan, where the requirement for a 40% provision of 2 bedroom units to be provided where practicable is proposed to be removed, the mix set out is considered to be in accordance with Camden's up to date policy needs.
- 6.6 The Site has a density of 633 habitable rooms per hectare and 200 units per hectare (based on 19 habitable rooms or 6 units provided on a Site of 0.03 ha). This falls within the parameters set for its 'Urban' location in the London Plan Sustainable Quality Density Matrix and London Plan Policy 3.4, of 200-700 habitable rooms per hectare and 55-225 units per hectare. The density of the scheme therefore appropriately makes good use of the Site and provides a suitable contribution to Camden's housing supply. Camden's Core Strategy (2010) acknowledges that *"good design can increase density while protecting and enhancing the character of an area"* (para 1.22).
- 6.7 As demonstrated in the table within section 5, all units exceed the space standards for new residential dwellings set by the Draft Interim Housing SPG (May 2015) and the minimum standards set by Camden Council's adopted Housing SPG.
- 6.8 Amenity space is provided to each unit within private pocket gardens, balconies or roof terraces. The Draft Interim Housing Standards SPG sets the requirements for the size of amenity space required per unit 5 sq.m for 1-2 person dwellings and an extra 1 sq.m for each additional occupant. The development accords with these standards as set out in the table within section 5, providing an appropriate quantity of external space proportionate to the size and type of each unit. Each external amenity space has been designed to maximise outlook and daylight and sunlight as far as possible.
- 6.9 In terms of cycle storage, the scheme provides capacity for at least 9 bicycles in accordance with CPG7 – Transport. The development is also car free in accordance with Camden Development Policies.
- 6.10 The building also meets Lifetime Homes Standards, and the standards set out within the accompanying Draft Interim Housing Supplementary Planning Guidance.
- 6.11 Two of the six residential units have level access and are wheelchair homes compliant, exceeding the 10% requirement set within London Plan Policy 3.8.

Design and Neighbouring Amenity

- 6.12 The Proposals provide a contemporary approach to the redevelopment of the Site as welcomed in the context, providing a suitable solution in terms of character, form, scale and setting. The scheme now activates a previously underused and negative section of West End Lane, providing a new visually interesting active frontage which will provide natural surveillance and interest, enhancing and modernising the appearance of this residential area.

- 6.13 The bulk and massing of the Proposed Development has been developed with consideration for neighbouring residents since its inception, particularly with regard to daylight and sunlight matters (as further addressed below), overlooking and sense of enclosure. The stepped approach to the west elevation addresses the existing incline at the Site and the amenity of neighbouring dwellings on Mutrix Road and provides a reduced bulk and massing from previous scheme, following engagement with the case officer. As above, the volume of the building has been reduced by 18%. The scale of the development is also reduced to the front elevation, reducing its visual impact from street level on West End Lane. To the rear, the scheme is appropriately stepped back from the neighbouring Sycamore Court, preventing any harmful amenity impacts on its residents.
- 6.14 The Proposed Development is now considered satisfactory and suitable in the context of the scale and height of the surrounding buildings, in the context of the need to meet the space standards (particularly in respect of ceiling height) set within the London Plan Draft Interim Housing SPG. Furthermore, it is considered acceptable in respect of impacts on neighbouring residents in terms of overlooking, sense of enclosure and daylight and sunlight.
- 6.15 Opaque windows are provided throughout the west elevation to prevent overlooking to and from the neighbouring dwellings at Mutrix Road.
- 6.16 Building services equipment and refuse storage have been located appropriately, with consideration given to neighbours in terms of noise, odour and overlooking impacts.
- 6.17 Landscaping is provided to the front of the building to create defensible space adjacent to West End Lane and further provide beneficial visual appearance to the Proposed Development which will 'green' the street – in place of an existing blank brick wall.
- 6.18 Further detail in respect of design is provided within the accompanying Design and Access Statement.

Daylight and Sunlight

- 6.19 The accompanying Daylight and Sunlight Assessment (Neighbouring Properties) prepared by Rights of Light Consulting, demonstrates that the Proposed Development will have a low impact on light receivable by its neighbouring properties and will comply with the relevant BRE standards. Furthermore, the accompanying Daylight and Sunlight Study (Within Development), prepared by Rights of Light Consulting, confirms that the development achieves a very high level of compliance against the BRE recommendations.

Sustainability

- 6.20 The accompanying Sustainability Statement, prepared by Build Energy, sets out the appropriate measures that can be put in place to ensure that the appropriate targets can be met in relation to the London Plan and up to date Camden policies.

Archaeology

- 6.21 In advice received by Laura O’Gorman at Historic England on 4 November 2015, it was confirmed that no further archaeological assessment is required at this stage and all archaeological works can be done by condition.

Construction Management Plan

- 6.22 The accompanying Construction Management Plan, prepared by StreetPlot Ltd, outlines how the development will be implemented in an acceptable manner, with acceptable impacts on neighbouring residents.

7. Summary and Conclusions

- 7.1 The Government is committed to delivering and achieving sustainable development. The NPPF advises that pursuing this involves seeking opportunities to provide housing wherever possible alongside improvements to the quality of the built environment.
- 7.2 The development has been subject to extensive pre-application consultation and an iterative design process, informed by initial daylight and sunlight assessment work to inform an appropriate solution in the surrounding residential context.
- 7.3 The Proposed Development strikes an appropriate balance between the need to consider the surrounding built form, particularly in respect of daylight, sunlight, overshadowing and overlooking impacts to surrounding residents, and the need to sensitively maximise the use of a currently redundant site, making an appropriate and beneficial contribution to Camden's housing supply.
- 7.4 The scheme provides high quality residential units at an appropriately high density, within an appropriate mix of small scale and large scale units in accordance with Camden Council's up to date requirements. The contemporary design is considered wholly appropriate within the surrounding context. The scheme will also provide enhancements to landscaping and public realm around the site as well as provision of high quality private amenity spaces.
- 7.5 Overall, the Proposed Development is supported by national planning policy contained within the National Planning Policy Framework, the London Plan, and current and emerging planning policy set out within the Camden Local Development Framework Core Strategy and Development Policies (2010-2025), and Camden Local Plan Submission Draft (February 2015).
- 7.6 In all respects, the proposal will deliver sustainable development; in particular by improving the quality of the built environment, through good design and by improving the supply and choice of good quality homes in Camden. This is a political and policy objective of the highest priority.
- 7.7 The NPPF specifies (under paragraph 14) a presumption in favour of sustainable development and that development proposals that accord with the development plan should be approved "*without delay*". No adverse impacts have been identified which would 'significantly and demonstrably outweigh the benefits'.
- 7.8 As such, we consider that planning permission should be granted for this application.

Appendix 1: Planning Policy Context

National Planning Policy Framework

- 1.1 The NPPF advises that the *“presumption in favour of sustainable development”* should be a *“golden thread running through both plan-making and decision taking”* and should be applied by local planning authorities in assessing and determining development proposals.
- 1.2 The *“three dimensions of sustainable development: economic, social and environmental”* are to be balanced and not treated in isolation (paragraph 7). The adverse impacts of development should only carry weight where the adverse impacts of allowing the development would significantly and demonstrably outweigh the benefits of the proposal. A scheme might therefore be sustainable even if there is a conflict with one aspect of policy.
- 1.3 As a result, *“unless material considerations indicate otherwise”*, Local Planning Authorities should *“approve development proposals that accord with the development proposals without delay”* (paragraph 14).

Delivering a Wide Choice of High Quality Homes

- 1.4 The NPPF requires housing applications to be *“considered in the context of the presumption in favour of sustainable development”* (paragraph 49).
- 1.5 Planning applications for change to residential use should normally be approved where there is an identified need for additional housing in that area, provided there are not strong economic reasons why such development would be inappropriate (paragraph 51).

Requiring Good Design

- 1.6 Paragraph 56 indicates the great importance placed on the design of the built environment by the Government and sets out that good design is a key aspect of sustainable development which should contribute positively to making places better for people.

Meeting the Challenges of Climate change, Flooding and Coastal Changes

- 1.7 The Government requires local planning authorities to expect new development to *“take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption”* (paragraph 96).

Determining Applications

- 1.8 Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. This framework is a material consideration in planning decisions.
- 1.9 Furthermore, paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

The London Plan Consolidated with Alterations since 2011 (2015)

- 1.10 The London Plan consolidated with Revised Early Minor Alterations and subsequent Further Alterations was published by the Mayor in March 2015.

Housing Supply

- 1.11 Policy 3.3 seeks to increase housing supply within London and in doing so, provide choice in terms of affordability and better quality accommodation. This sets out a minimum ten year housing target of 8,892 dwellings for Camden between 2015 and 2025; equating to an annual target of 889 dwellings.
- 1.12 Development should optimise housing output for different types of location within the relevant density ranges specified, in accordance with Policy 3.4.
- 1.13 Policy 3.5 sets out the minimum internal space standards for new residential development (under Table 3.3), which includes as particularly relevant:
- 1 bed 2 person – minimum 50 sq. m GIA;
 - 2 bed 3 person – minimum 61 sq. m GIA;
 - 2 bed 4 person – minimum 70 sq. m GIA;
 - 3 bed 4 person – minimum 74 sq. m GIA;
 - 3 bed 5 person – minimum 86 sq. m GIA; and
 - 3 bed 6 person – minimum 95 sq. m GIA.
- 1.14 Policy 3.8 requires residential developments to provide an appropriate mix of units in terms of size type and affordable housing provision; normally requiring 33% of all housing units to be family-sized.
- 1.15 Policy 3.9 seeks to provide mixed and balanced communities by tenure and household income across London through incremental developments.

Sustainability

- 1.16 The highest standards of sustainable design and construction will be sought under Policy 5.3, requiring carbon dioxide emissions, pollution and generation of waste to be minimised, in addition to providing secure and comfortable developments for users. Sustainable design standards are required to be integral to any proposed development, including construction and operation and should be considered at the beginning of the design process.

Place Shaping

- 1.17 Buildings should provide a high quality design response to the “*form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings*”, as set out within Policy 7.4.
- 1.18 Policy 7.5 requires development to incorporate the highest quality design, landscaping, planting, street furniture and surfaces to create a high quality public realm.

Transport

- 1.19 In terms of cycle parking, 1 space is required per studio/1 bedroom unit and 2 spaces per all other dwellings.

Camden Development Plan (Core Strategy and Development Policies (2010-2025) and Emerging Local Plan (2015))

Housing

- 1.20 The Council regard housing as the priority land-use within their Local Development Framework. The Council will aim to minimise social polarisation and create mixed and inclusive communities by seeking a range of self-contained homes of different sizes to meet the Council's dwelling-size priorities (as set within the Camden Development Policies document and summarised below).
- 1.21 The Council will aim to make full use of Camden's housing capacity according to Emerging Local Plan Policy H1, maximising the supply of additional housing to meet or exceed Camden's target of 16,100 additional homes from 2015/16 – 2030/31, including 11,130 additional self-contained homes.
- 1.22 Emerging Local Plan Policies H6 and H7 (to replace Development Policy DP5) states that the Council will contribute to the creation of mixed and inclusive communities by securing a range of self-contained homes of different sizes. A mix of large and small homes is expected in all residential developments, however it is acknowledged that it will not be appropriate for every development to meet the aims set out in the Priorities Tables set out. This gives an appreciation of the constraints on the provision of homes of different sizes relative to the financial viability of the site.
- 1.23 The current Development Policy DP5 gives very high priority to 2-bedroom units, medium priority to 3-bedroom units and lowest priority to 1-bedroom units and seeks to secure at least 40% of 2-bedroom units in the mix. Paragraph 5.5 sets out the expectation that most developments include some homes that have not been given a priority level, with some homes identified as medium priority. It is also acknowledged that proposals are expected to include some dwellings that meet the very high priorities "*wherever it is practicable to do so*".
- 1.24 However, emerging Policy H7 and the Dwelling Size Priorities Table (set out on page 93) of the emerging Local Plan gives equally high priority to both 2-bedroom and 3-bedroom units and lower priority to 1-bedroom units and removes the requirement for at least 40% of 2-bedroom units to be provided. The expectation for most developments to include some homes with a medium or lower priority level still remains, alongside the expectation for high priority dwellings to be included where practicable.
- 1.25 All housing development should meet lifetime homes standards as set out in Policy DP6 and Emerging Policy H6. 10% of homes developed should either meet wheelchair housing standards, or be easily adapted to meet them. All homes are also required to meet nationally described space standards.

Design

- 1.26 The current Development Policy DP24 states that the Council will require all developments, including alterations and extensions, to be of the highest standard of design and will expect developments to consider:
- Character, setting, context, form and scale of neighbouring buildings;

- Character and proportions of the existing building and quality of material proposed;
- Visually interesting frontages at street level;
- Appropriate location for building services equipment;
- Existing natural features such as typography and trees; and hard and soft landscaping and boundary treatments; and
- Provision of appropriate amenity space; and accessibility.

1.27 Similar tests are set out within emerging Policy D1, with further emphasis placed on the requirement for excellence in architecture and design.

Amenity

1.28 Core Strategy Policy CS5, Development Policy DP26 and Emerging Policy A1 requires consideration to be given to the impact of such development on occupiers and neighbours. There should not be an unacceptable loss of daylight or sunlight to neighbouring residential properties. In addition, regard should be had to neighbouring residents' sense of enclosure, visual privacy and outlook.

Sustainability

1.29 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 according to Policy CS13 and emerging Policy CC1. The council will have regard to the cost of installing measures to tackle climate change as well as the cumulative future costs of delaying reductions in carbon dioxide emissions.

1.30 The council will require development to incorporate sustainable design and construction measures according to Policy DP22 and emerging Policy CC2. The council will require development to be resilient to climate change by ensuring schemes include appropriate climate change adaption measures.

1.31 A Construction Management Plan should also be submitted within a planning application where appropriate, as set out in paragraph 16.20 of Camden Development Policies and paragraph 6.13 of the emerging Local Plan.

Transport

1.32 Walking, cycling and public transport are promoted by Policy CS11 of Camden Core Strategy, Policy DP17 of Camden Development Policies and emerging Policy T1.

1.33 Policy DP18 sets out the Council's expectations for development to provide the minimum necessary car parking provision. Emerging Policy T2 goes further in limiting the availability of parking and requiring all new developments in the borough to be car-free.

Supplementary Planning Guidance

London Plan Draft Interim Housing SPG

1.34 Relevant dwelling standards are set out within this document with reference to London Plan Policy 3.5 Part C. Those of particular relevance to the development of this scheme are as follows:

- Active frontages should be maximised on the ground floor of buildings facing publically accessible space, in order to provide natural surveillance and activity (Standard 3.1.5);
- All new developments should aim to provide no more than one space per dwelling in areas of good public transport accessibility (Standard 3.3.1, and London Plan Policy 6.13);
- Cycle storage should be provided at a standard of 1 per studio and one bed and 2 per all other dwellings (Standard 3.4.1);
- Communal refuse and recycling facilities should be provided within buildings and located to limit the nuisance caused by noise and smells (Standard 3.5.2);
- Dwelling space standards are given (Standard 4.1.1 and London Plan 3.5);
- *“Ten percent of new housing should be designed to be wheelchair user dwellings that comply with Part M4(3)”* (Standard 4.9.1 and London Plan Policy 3.8);
- 5 sq.m of private outdoor space should be provided for 1-2 person dwellings with an extra 1 sq.m should be provided for an additional occupant (Standard 4.10.1); and
- Developments should minimise the number of single aspect dwellings (Standard 5.2.1).

Camden Planning Guidance (CPG) 3: Sustainability

- 1.35 The Council requires incorporation of sustainable design and construction principles, achievement of a maximum internal water use of 105 litres per person/day, with an additional 5 litres person/day for external water use and at least 20% reduction in CO2 emissions through renewable technologies and compliance with the energy hierarchy in new residential developments. The necessary sustainability features should be incorporated in any proposed development.

Camden Planning Guidance (CPG) 7: Transport

- 1.36 Developers are required to enter into a legal agreement under S106 in order to maintain a car free or car-capped development as set out in paragraph 5.17 of CPG 7.
- 1.37 Proposed cycle storage should be secured and able to accommodate at least 10 bicycles.
- 1.38 The following further Camden Planning Guidance (CPG) documents provide detailed guidance on specific topic areas as relevant:
- Camden Planning Guidance (CPG) 1: Design
 - Camden Planning Guidance (CPG) 2: Housing
 - Camden Planning Guidance (CPG) 6: Amenity
 - Camden Planning Guidance (CPG) 8: Planning Obligations

Appendix 2: Draft Section 106 Heads of Terms

- Highways towards Pedestrian, Cycle and Environmental Improvements
- Open Space
- Sustainable design and construction measures and decentralised energy networks
- Car free development
- Construction and Servicing Management Plans

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