

Land Adjacent to 35 York Way

Camden

London

N7 9QF

Planning Statement

on behalf of The Prosperity Group Ltd

July 2016

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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 revised planning application seeking permission for a new residential development on land adjacent to 35 York Way, Camden, London, N7 9QF (“the site”). The revised development proposal is:

“Demolition of the existing single storey garages and replacement with a part three storey, part four storey building to provide nine self-contained flats (two no. one bed, two no. two bed, four no. three bed and one no. four bed apartments)”.

- 1.2 The site is located within the jurisdiction of the London Borough of Camden (“Council”).
- 1.3 The Camden Development Control Committee moved a resolution to grant planning permission (subject to a S106 Agreement) on 17th December 2015, for a principally comparable scheme that proposed a part three storey, part four storey building, to accommodate seven residential apartments. The relevant Local Authority Reference for this application is 2015/5300/P.
- 1.4 Following the resolution to grant planning permission in December 2015, the applicant engaged with the Council in respect to the Council-owned strip of the land which runs along the York Way frontage of the site. The Council have indicated a willingness to sell this piece of land to the applicant to enable it to be combined with the existing property. The inclusion of this strip of land provides additional site area to accommodate an expanded residential scheme delivering two additional residential units (a total of nine units). Acknowledging the benefits of delivering more residential units in this location, the Council has agreed that if planning permission is granted for this expanded scheme the Council will sell the freehold.
- 1.5 In addition to the delivery of two further residential units, the inclusion of this piece of land means the development can be built in accordance with the existing building line of the adjoining York Way terraces. The revisions to the massing and layout directly address a site constraint identified within the Case Officer’s Report to Committee, which noted that the strip of land along the York Way frontage is a constraint of the site limiting the opportunity to provide a continuation of the historic building line along York Way as the piece of land sits outside of the ownership of the freeholder (refer to paragraph 6.5 of the Case Officer’s Report).
- 1.6 As such this new application encompasses the strip of land in Council ownership and proposes an expanded residential development; which delivers two additional residential, as

well as adjusting the massing and layout to comply with the existing building line of the adjoining York Way terraces.

- 1.7 This application is being made by the same applicant (The Prosperity Group) and supported by the same technical consultants (Box Architects, Syntegra Consulting, KP Acoustics and Nexus Planning).
- 1.8 The Planning Statement should be read in conjunction with the following forms/documents:
- i. Application Forms
 - ii. Design and Access Statement by Box Architects, dated September 2015
 - iii. Addendum to the Design and Access Statement by Box Architects, dated June 2016
 - iv. Drawings prepared by Box Architects:
 - (03) 10 Rev A – Site and Location Plan
 - (03) 11 Rev A – Existing Site Sections
 - (03) 12 Rev F – Proposed Plans - Site, Ground and First
 - (03) 13 Rev F – Proposed Plans - Second and Third
 - (03) 14 Rev B – Proposed Site Sections
 - (03) 15 Rev D – Proposed East Elevation
 - (03) 16 Rev D – Proposed West Elevation
 - (03) 17 Rev D – Proposed North Elevation
 - (03) 18 Rev D – Proposed South Elevation
 - (03) 19 Rev B – Proposed Visual from York Way
 - (03) 20 Rev B – Proposed Visual from Marquis Road
 - v. Noise Impact Assessment by KP Acoustics, dated April 2016
 - vi. Daylight, Sunlight and Overshadowing Report by Syntegra Consulting, dated April 2016
 - vii. Draft Construction Management Statement by The Prosperity Group Ltd.
- 1.9 The submitted documents have been updated to reflect the amendments made to the scheme as proposed in this revised planning application.

2.0 Site Context

Site and Surrounding Area

- 2.1 The site to which this application relates to is identified by the red line on the submitted Site and Location Plan (03 – 10 Rev A).
- 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 used by the residents of the Grangefield flats. 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 are the Grangefield flats, accommodated within 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 the Council, they acknowledged that the garages [and sheds] contained within the application site provide a “neutral” contribution to the significance of the Conservation Area. Furthermore, in the Case Officer’s Report to the Committee the existing site is described as being of little merit, attracting anti-social behaviour with rubbish dumped in and close to the site (refer to paragraph 6.3 of this report).

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 Pancras 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 Overground Stations are Camden Road and Caledonian Road and Barnsbury Station, which are an approximate 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, as well as Section 2.0 of the Addendum to the Design and Access Statement, which are submitted in support of this application.

3.0 Relevant Planning History

- 3.1 As indicated above in Section 1.0 the Camden Development Control Committee resolved to grant planning permission (subject to a S106 Agreement) to a comparable scheme proposing seven residential units at the site on 17th December 2015 (Local Authority Reference 2015/5300/P). The Case Officer's Report to the Development Control Committee concluded that:

"The proposal to demolish the existing garages which are considered to be neutral contributors to the Camden Square conservation area and to replace it with seven self-contained flats is considered to be an appropriate reuse of the site which maximises its potential for much needed new housing".

(Refer to paragraph 7.1)

- 3.2 At the meeting on 17th December 2015 all of the members of the Camden Development Control Committee endorsed the recommendation to grant approval.
- 3.3 In addition, pre-application advice was received for the original seven unit scheme – Local Authority Reference 2015/3095/PRE in July 2015. In the formal written advice the Council concluded the residential proposal was 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 the Council feedback and amendments have been incorporated into the final design.
- 3.4 A search of the Council's online planning register indicates there is no other formal planning history for the site. This was also confirmed in the pre-application advice received.
- 3.5 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 their Planning Statement, the Council concludes 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 nine apartments in a part three, part four storey building. There would be two one-bedroom flats, two two-bedroom flats, four three-bedroom flats and one four-bedroom flat. The size of units ranges from 52.1 square metres to 108.8 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. Five of the flats are to be served by private amenity space in the form of terraces.

Design

- 6.1 The proposed building has been designed to reflect the height and mass of the adjacent York Way terrace. As described in Section 6.0 of the Addendum to the Design and Access Statement the principles of the appearance and design of the proposal remain unchanged from the previous proposal. The applicant has chosen to retain the modern design in accordance with the advice of Heritage expert Mr Nobel; to complement and not to imitate the historic neighbours.
- 4.4 The continuation of the York Way terrace building line is one of the key variances between the current proposal and the development which was endorsed for approval under Local Authority Reference 2015/5300/P. The Case Officer's Report to the Development Control Committee recognised that the constraints of the site (as a result of land ownership) limited the opportunity to provide a continuation of the historic building line along York Way. As such, the revised proposal directly addresses this matter by offering a development that is in keeping with the established building line.
- 4.5 A new boundary wall has been included to the York Way frontage as a continuation of the existing terrace frontage; this includes openings in the wall to make reference to the terrace entrances. Access to the building is still proposed to be from Marquis Road, as it provides a more attractive, defensible, and secure access point. This conclusion was supported in the Case Officer's Report to Committee which stated;

“In terms of access to the site, the approach located off Marquis Road is considered to be appropriate as this creates a secure entrance and defensible space for future occupiers. It is more difficult to create such a space along York Way which is a busier and more brutal environment”.

- 4.6 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 the Council's pre-application 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.
- 4.8 As the overall depth of the building has increased to form a continuation of the existing terrace a step in the southern elevation has been introduced to match the depth of the existing terrace. In addition, the standing seam has been continued around the stepped element to further emphasise the “terrace” gable element.
- 4.9 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 consistent with the Council's pre-application advice and is in keeping with the character of adjacent residential properties and terraces. In addition, the Case Officer's Report concluded that the use of the traditional London stock brick is considered appropriate.
- 4.10 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. With regards to this feature, the Case Officer's Report concluded that although zinc is not a traditional material in the Camden Square Conservation Area the way this material is to be used would not be to the detriment of the Conservation Area (refer to paragraph 6.8 of this report).

- 4.11 In summary, the revised design remains generally unchanged but provides the additional benefit of reinstating the former building line of York Way and the creation of defensible space by wall, railings and front gardens.

Car Free Development and Cycling Parking Provision

- 4.12 No car parking spaces are to be provided on-site. Therefore, the development would be 'car-free'. For the previous seven unit scheme, the Case Officer's Report concluded this could be secured via a S106 Agreement (refer to paragraph 6.21).
- 4.13 A secure cycle parking store is to be erected on-site and provide space for up to sixteen bicycles.

Demolition in a Conservation Area

- 4.14 It is important to note that while the proposal involves demolition of garages and sheds within a designated conservation area, the size of these buildings (approximately 55 square metres and 35 square metres) is below the threshold identified by the Council for buildings that require planning permission.
- 4.15 However, given the fence and railings at the Marquis Road vehicular access are also to be removed, planning permission for demolition in a conservation area is required and forms part of this planning application.
- 4.16 Further details of the proposed development including elevation treatment, landscaping and terraces can be found in the Design and Access Statement and the Addendum to 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 nine unit residential development. Section 6.0 provides a more detailed assessment of the application proposal having regard to the relevant planning policies.

National Planning Policy Framework

5.2 The National Planning Policy Framework (“NPPF”) was published on 27th 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 The Council are also in the process of developing a new Local Plan. On 24th June 2016 the Council submitted the Camden Local Plan and supporting documents to the Secretary of State for Communities and Local Government for independent examination.
- 5.10 Paragraph 216 of the NPPF explains that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans, according to:
- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
 - The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 5.11 As such, we have assessed the proposal against relevant policies contained within the emerging Local Plan.
- 5.12 The Camden Council also provides a suite of Planning Guidance Documents. These documents were adopted in 2011 have been partly revised in 2015/2016. 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 (revised in May 2016)
 - Camden Policy Guidance 3 Sustainability
 - Camden Policy Guidance 6 Amenity
 - Camden Policy Guidance 7 Transport
 - Camden Policy Guidance 8 Planning Obligations
- 5.13 In addition, given the site's location with the Camden Square Conservation Area, the Conservation Area Appraisal and Management Strategy prepared by the 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.

- 5.14 There are a number of designated neighbourhood areas approved by the Council for which Neighbourhood Plans are to be developed. No such area has been approved for the locality of the application site.
- 5.15 The 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 is also of relevance and sets the planning strategy for the whole of Greater London including Camden.

6.0 Planning Considerations

6.1 In this section of the Planning Statement we assess the application proposal 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. The 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"*. In light of this confirmation from the 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 Additionally, the Case Office's Report for the previous planning application concluded that the existing site is considered as making a neutral contribution in the Camden Square Conservation Area Statement. In this report, the existing site is described as being of little merit, attracting anti-social behaviour as well as the dumping of rubbish within and close to the site.

- 6.5 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 the Council in July 2015, as well as the Case Officer's Report for the previous application (refer to paragraph 6.3 of this report).

Demolition of Fences (structures) within a Conservation Area

- 6.6 Whilst the proposal involves the demolition of the fence (and 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.
- 6.7 The replacement fencing will be of a modern design that will be complimentary to the existing character of Marquis Road. Therefore, the proposed demolition is considered acceptable and is likely to result in an improvement of the street scape from a design perspective.

Erection of Residential Development

Policy Context

- 6.8 The London Plan is clear that London desperately needs more homes (refer to Policy 3.3).
- 6.9 Core Strategy Policies CS1 'Distribution of Growth' and CS6 'Providing Quality Homes' denote 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'.
- 6.10 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 the Council expect high density development in Central London, town centres and other locations well served by public transport.
- 6.11 Policy CS2 'Growth Areas' of the Core Strategy sets out the 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.

- 6.12 Within the emerging Local Plan Policy H1 'Maximising Housing Supply' details that the Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2015/16 - 2030/31, including 11,130 additional self-contained homes.

Analysis

- 6.13 Against the policy context set out above it is concluded that the proposal to construct a nine unit residential development in this sustainable location represents an excellent opportunity to redevelop the currently underused site. What is more, the inclusion of the additional strip of land and subsequent delivery of two additional residential units further supports the aims of the Council in terms of housing supply.
- 6.14 As such, the proposed development is considered an efficient use of land and is supportive of the aspirations of the 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. In addition, the proposal is also supportive of the aims of the Council included in Policy H1 of the emerging Local Plan as it will contribute to Camden's housing stock.
- 6.15 The Council agreed with this conclusion in the pre-application advice received. In their formal response the Council concluded the proposal is "*considered acceptable in this context*". Further to this, the conclusions of the Case Officer's Report to the Development Control Committee on the previous proposal stated the development was "*considered to be an appropriate reuse of the site which maximises its potential for much needed new housing*". As already indicated above, the delivery of an additional two residential units; as part of the revised scheme, further contributes to the borough's housing stock.

Conservation and Design Considerations

Policy Context

- 6.16 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.
- 6.17 The 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. Policy DP24 expects all developments to be of the highest standard and to consider the character, the setting and context of neighbouring buildings.

- 6.18 As the property lies within Camden Square Conservation Area, Policy DP25 'Conserving Camden's heritage' of the Development Policies is also relevant. Policy DP25 explains how the Council will maintain the character of Camden's conservation areas and requires all developments in designated conservation areas to preserve and enhance the character and appearance of the area.
- 6.19 Camden Planning Guidance 1 'Design' provides further detailed direction on appropriate design in the borough. Of note, guidance in this document addresses the protection of Camden's heritage and how new landscaping should be incorporated into development. The content of Guidance 1 'Design' has been considered in the design of the development.
- 6.20 Moreover, the document entitled 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.
- 6.21 Policy D1 'Design' of the emerging Local Plan includes a list of criteria against which the Council will assess planning applications in order to secure high quality design in development. Policy D2 'Heritage' specifically addresses the impact of development upon heritage assets and states that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas.

Analysis

- 6.22 At the time the previous application was submitted land ownership constraints eliminated the opportunity to provide a continuation of the historic building line to York Way as the applicant's land holding currently steps back from the frontage. As already established in this Planning Statement this strip of land is now included within the application boundary for this revised application.
- 6.23 This constraint is highlighted within the Case Officer's Report to the Development Control Committee on the previous application. At paragraph 6.5 of this report it states "*the constraints of the site limit the opportunity to provide a continuation of the historic building line along York Way as the piece of land sits outside of the ownership of the freeholder*". The acquisition of this land provides the opportunity to continue the historical building line, and improve the overall street scene of York Way; a key street within the Camden Square Conservation Area.
- 6.24 The Case Officer's Report concluded the overall massing is well thought out and sympathetic to the surrounding area and the fenestration is well proportioned. In light of the fact the massing is to remain essentially unchanged (apart from the adjustments to the York Way

- building line), and the proposed fenestration is also unchanged; this conclusion is still considered relevant.
- 6.25 In the pre-application advice the Council provided recommendations in respect to proposed materials. The Council recommended the facing materials used should resemble the existing light London stock. As such, the proposed development includes yellow London stock brickwork on the majority of the elevations. Paragraph 6.9 of the Case Officer's Report states that the *"use of the traditional London stock brick is considered appropriate"*.
- 6.26 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"*. Section 7.0 'Heritage and Conservation' of the Addendum to the Design and Access Statement concludes that the heritage and conservation benefits of the scheme remain unchanged from the previous submission with the additional benefit of reinstating the former building line of York Way and the creation of defensible space by wall, railings and front gardens.
- 6.27 With regards to the manner in which the proposed design fits with the character of the Conservation Area, the pre-application advice received the 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, the 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.
- 6.28 In the Case Officer's Report to Committee it was concluded that this contemporary approach is considered acceptable.
- 6.29 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. The new landscaping will also provide a sense of greenery between the buildings of Marquis Road.

- 6.30 Taking into account the amendments made in response to the Council's comments provided as part of the pre-application advice and the overall conclusion that "*in terms of design, the overall bulk and massing is considered to be acceptable*", it is concluded that the proposed design accords with the Council's expectations. As such, the building design is considered to be in keeping with the character and appearance of the Camden Square Conservation Area, and therefore, supportive of the relevant design policies set out above. This same conclusion was included within the Case Officer's Report to the Development Control Committee for the previous proposal. Considering that the only changes to design offer improvements in terms of uniformity with the historic street scene through adherence to the established historic building line of the York Way terraces; the Case Officer's conclusion remains relevant.
- 6.31 It is also important to point that the applicant has opted to keep the modern design in order to reflect the advice of Heritage expert Mr Nobel; who advised to complement and not imitate the historic neighbours.
- 6.32 In summary, the revised scheme delivers additional heritage and design benefits.

Standards for Residential Development

Mix of Units

Policy Context

- 6.33 Policy 3.8 'Housing Choice' of the London Plan promotes new developments that offer a range of housing choices, in terms of the mix of housing sizes and types.
- 6.34 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.
- 6.35 Policy DP5 'Homes of Different Sizes' of the Development Policies sets out the 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. The Council expects at least 40% of the total mix of units for residential developments to be two bed units.
- 6.36 In the emerging Local Plan, Policies H6 'Housing Choice and Mix' and H7 'Large and Small Homes' details the Council's goals related to providing a wide range of housing types and sizes to meet the needs of Camden.

Analysis

- 6.37 The proposal will provide two flats with one bedroom, two flats with two bedrooms, four flats with three bedrooms and one flat with four bedrooms. This provision would make a valuable contribution towards the borough’s housing stock.
- 6.38 The provision of two, three and four bedroom apartments meet the requirements of the Dwelling Size Priority Table included under Policy DP5 in the Development Policies. The Priority Table states that two bedroom properties are a very high priority and three bedroom dwellings a medium priority.

Size and Layout

- 6.39 Table 6.1 below details the proposed size of each individual unit and highlights how they exceed Camden Council and London Plan standards.

Table 6.1 Analysis of Proposed Unit Area versus London Plan / Camden Guidance

Unit	Internal Area (m ²)	London Plan Minimum Space Standards (m ²)	Camden Planning Guidance Minimum Space Standards (m ²)
Unit 01 (3 bed) 5 persons	93.1	74 - 102	84
Unit 02 (1 bed) 2 persons	52.1	50 - 58	48
Unit 03 (1 bed) 2 persons	52.6	50 - 58	48
Unit 04 (3 bed) 5 persons	94.6	74 - 102	84
Unit 05 (4 bed) 7 persons	108.8	90 - 124	103
Unit 06 (3 bed) 4 persons	94.6	74 - 95	75
Unit 07 (3 bed) 5 persons	91.1	74 - 102	84
Unit 08 (2 bed) 4 persons	80.1	61 - 79	75
Unit 09 (2 bed) 3 persons	70.8	61 - 79	61

- 6.40 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.
- 6.41 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.

Amenity Space

Policy Context

- 6.42 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

- 6.43 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 Road. 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.
- 6.44 Table 6.2 below shows the private amenity space that would be provided through terraces.

Table 6.2 Size of Private Terraces

Private amenity space proposed (m ²)	
Unit 01	12.0
Unit 03	14.6
Unit 07	15.8
Unit 08	13.4
Unit 09	18.9

- 6.45 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.

Lifetime Homes

Policy Context

- 6.46 Policy 3.8 'Housing Choice' of the London Plan seeks to encourage all new housing to be built to 'The Lifetime Homes' Standard.
- 6.47 Camden Planning Guidance 1 'Housing' requires all housing developments to meet Lifetime Homes Standards.
- 6.48 Policy C6 'Access for All' of the emerging Local Plan explains that the Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities.

Analysis

- 6.49 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 nine dwelling units there is no requirement for compliance with wheelchair housing standards.
- 6.50 In light of feedback received from the 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.
- 6.51 As detailed in Section 6.0 of the Design and Access Statement, the proposed development is consistent with the Lifetime Homes Standards.
- 6.52 The design adopted by Box Architects has been considerate of the needs of those that are less abled. As such the development will comply with Part M of the Building Regulations by providing access to all levels of the development via the proposed lift.
- 6.53 The proposed building is therefore supportive of the Council's aims to ensure that all new developments provide access for all members of the community.

Amenity Issues

Daylight, Sunlight and Overshadowing

Policy Context

- 6.54 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.
- 6.55 Policy DP26 'Managing the Impact of Development on Occupiers and Neighbours' states that the Council will only grant planning permission for development that does not cause harm to amenity. When assessing planning applications the Council will consider sunlight/daylight and overshadowing.
- 6.56 Camden Planning Guidance 6 'Amenity' provides detailed guidance relating to each of the factors set out in Policy DP26, including overshadowing and sunlight/daylight. This guidance has been considered in the preparation of this planning application.
- 6.57 Emerging Local Plan Policy A1 'Managing the Impact of Development' deals with how the Council will seek to protect the quality of life of occupiers and neighbours. One of the factors the Council will consider is sunlight/daylight and overshadowing.

Analysis

- 6.58 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'.
- 6.59 In the Case Officer's Report to the Development Control Committee on the previous proposal the following conclusion was made with regards to daylight/sunlight and overshadowing;

"Overall the proposed development does not result in overshadowing of windows or shared amenity spaces of the neighbouring properties and complies with the BRE guidelines on daylight/sunlight and the proposal is therefore considered acceptable".

(Refer paragraph 6.15)

- 6.60 Syntegra have since updated their assessment and report to take account of the proposed new layout and massing alterations to accommodate the nine flats. 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.
- 6.61 Please refer to the Daylight, Sunlight and Overshadowing Report submitted in support of this application for further details

Overlooking, Privacy and Outlook

Policy Context

- 6.62 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.
- 6.63 In the emerging Local Plan, Policy A1 'Managing the Impact of Development' explains visual privacy and outlook are some of the factors the Council will consider when seeking to protect the quality of life of occupiers and neighbours.

Analysis

- 6.64 The layouts of the proposed development have been designed so as not to create overlooking problems with neighbouring residents, in particular those residents of the Grangefield flats to the south. 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.
- 6.65 The Addendum to the Design and Access Statement explains at Section 4.0 that the massing of the building to the rear has essentially remained unchanged from the previous scheme, and therefore, it has no adverse effect on the previously agreed right of light or overlooking parameters.
- 6.66 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.

- 6.67 The Council's policies 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. This conclusion was reflected in the Case Officers Report at paragraph 6.17.
- 6.68 When considering any impacts related to a sense of enclosure; any perceived impacts are considered to be reduced by the fact the building is to be located away from the flats along Grangefield and stepped down along Marquis Road. This conclusion was included within the Case Officer's Report for the previous application (refer paragraph 6.17). Given the layout and massing at the rear remains essentially unchanged the conclusion remains current.

Noise

Policy Context

- 6.69 Policy 7.15 'Reducing and Managing Noise' of the London Plan states development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development.
- 6.70 At a local level, Policy DP26 'Managing the Impact of Development on Occupiers and Neighbours' of the Development Policies seeks to ensure noise levels for all future occupiers and residents are appropriate.
- 6.71 In the emerging Local Plan, Policy A1 'Managing the Impact of Development' identifies noise and vibration as one of the factors the Council will consider when striving to protect the quality of life of occupiers and neighbours. Further to this, Policy A4 'Noise and Vibration' deals directly with the control and management of noise and vibration. Policy A4 states that development sensitive to noise will not be approved in locations which experience high levels of noise.

Analysis

- 6.72 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 have been engaged to prepare a Noise Impact Assessment for the proposal.
- 6.73 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 would be commensurate to all current standards.

- 6.74 An updated Noise Impact Assessment is included with this application and addresses the new massing and layout for the nine unit scheme. Importantly, it reaches the same conclusions with regards to mitigating measures to ensure the noise levels within habitable rooms comply with current standards.
- 6.75 This conclusion is supported by both the Council's pre-application advice, as well as the Case Officer's Report for the previous application.
- 6.76 Please refer to the Noise Impact Assessment submitted in support of this application for further details.

Air Quality

- 6.77 The pre-application advice from the 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 30th July 2015, an Air Quality Assessment is not considered necessary at this site. This email has been included with this application.
- 6.78 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

- 6.79 The London Plan states sustainable residential travel should be encouraged through the promotion of car free development.
- 6.80 Policy DP17 'Walking, Cycling and Public Transport' of the Development Policies seeks to promote sustainable travel options and states the 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' highlights the Council's expectation that new developments are car free.
- 6.81 Policy A1 'Managing the Impact of Development' of the emerging Local Plan states that 'transport impacts' is one of the factors the Council will address when seeking to protect the

quality of life of occupiers and neighbours. Policy T2 'Parking and Car-Free Development' explains that the Council will limit the availability of parking and require all new developments in the borough to be car-free.

Analysis – Car Free Development

6.82 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.

6.83 The Case Officer's Report for the previous application confirms the applicant will be required to enter into a S106 Agreement to ensure the proposed units remain 'car free' (refer to paragraph 6.21).

Policy Context – Cycle Parking

6.84 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' of the Development Policies promote cycling in the borough. Camden Planning Guidance 7 'Transport' provides further support.

6.85 The Council's numerical standards for cycle parking standards are set out in Development Policies Appendix 2 – Parking standards. Appendix 2 – Parking Standards explains that the 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 of the London Plan. Table 6.3 recommends one cycle space per one bedroom unit and two cycling spaces per all other dwellings.

6.86 Cycling facilities is dealt within in Policy TP1 'Prioritising Walking, Cycling and Public Transport' of the emerging Local Plan and again directs applicants to the London Plan standards.

Analysis – Cycle Parking

6.87 The provision of a secure cycle store with capacity for up to sixteen cycles is supportive of the standards set out in the relevant policy documents.

6.88 Overall, the proposed development is supportive of the Council's policy position as it relates to transport and highways issues.

Construction Management

Policy Context

- 6.89 Policy DP20 'Movement of Goods and Materials' of the Development Policies states that Construction Management Plans should be secured to demonstrate how a development (including demolition stages) will minimise impacts from the movement of goods and materials during the construction process (including any demolition works).
- 6.90 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.
- 6.91 Paragraph 2.11 of the Camden Planning Guidance 7 'Transport' clarifies the specific particulars that the Council require to be included in Construction Management Plans.
- 6.92 In addition, the Planning Officer who provided pre-application advice supplied an updated list of Construction Management Plan requirements.

Analysis

- 6.93 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 the Council.
- 6.94 Pre-application advice sought from the 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 submitted 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.
- 6.95 Contact details of site managers will be included in the Construction Management Statement prior to works commencing on site.
- 6.96 As stated in the Case Officer's Report for the previous application compliance with a Construction Management Statement can be secured by condition (refer to paragraph 6.23).

- 6.97 In addition, the Case Officer's Report also confirmed a highways contribution will be sought to repave the highway adjacent to the site, to make good the damage caused to the highways as a result of the works (refer to paragraph 6.22).

Sustainability

Policy Context

- 6.98 Policy 5.3 'Sustainable Design and Construction' of the London Plan states development proposals should demonstrate that sustainable design standards are integral to proposals, including its construction and operation.
- 6.99 The 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.
- 6.100 Further guidance is found in Camden Policy Guidance 3 'Sustainability' which addresses water efficiency and the use of renewable energy.
- 6.101 Within the emerging Local Plan Policy CC1 'Climate Change Mitigation' sets out that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. In addition, Policy CC2 'Adapting to Climate Change' states that the Council will require development to be resilient to climate change through the inclusion of climate change adaptation measures such as measures to reduce the impact of urban and dwelling overheating.

Analysis

- 6.102 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. As explained at Section 8.0 'Sustainable Design' at the Addendum to the Design and Access Statement the revised design maintains the sustainable design principles highlighted within the original submission.
- 6.103 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:

- CO² 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.

6.104 In summary, in light of the proposed measures set out above the proposal is consistent with the Council's ambitions as they relate to sustainable design and construction.

Planning Obligations

6.105 Camden Planning Guidance 8 'Planning Obligations' sets out the Council's approach to calculating financial contributions.

6.106 A Camden Community Infrastructure Levy ("CIL") contribution as well as a Mayoral CIL contribution would be expected as part of this development. 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.

6.107 As set out in the Case Officer's Report, and already addressed in the relevant sections above, the Council would expect to secure the following elements via a S106 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'.

6.108 In light of what is proposed above the development is considered to be acceptable in planning terms.

7.0 Conclusions

- 7.1 Current and (relevant) emerging 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 nine dwelling units on the land adjacent to 35 York Way is appropriate. This conclusion is supported by the Case Officer's recommendation to the Development Control Committee to approve the previous application (Local Authority Reference 2015/5300/P), which proposed a comparable development accommodating seven units.
- 7.2 The revised residential development, to which this application relates, provides an opportunity to utilise an underused site in a sustainable location. The key variances of the revised development; (1) the addition of two residential units, as well as (2) the opportunity to conform to the existing historic York Way frontage, represent additional benefits for the scheme. As such it is considered that the recommendation set out in the original Case Officer's Report can remain principally unchanged.
- 7.3 The provision of nine high quality dwelling units, the majority of which would have two or three bedrooms, directly addresses the Council's priority for housing of that size.
- 7.4 The revised design for 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. Most notably, the revised scheme has been amended to take advantage of the opportunity to adhere to the existing building line established by the adjoining York Way terraces, including a new boundary wall.
- 7.5 The formation of a landscaped area fronting Marquis Road remains unchanged in this revised scheme and offers an opportunity to make a significant contribution to the street scene of this residential road and represents an improvement on the current situation.
- 7.6 Furthermore, it has also been demonstrated that the proposal would not cause any adverse impacts upon the amenity of neighbouring occupiers.
- 7.7 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. Accordingly, it is considered that planning permission for the proposed nine unit residential development should be granted without delay, in accordance with the advice in the NPPF.