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London Borough of Camden Council
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22 December 2016

Our Ref: SB/jb/2016/09

Dear Sir,

PROPOSED ADDITIONAL STOREY TO PROVIDE TWO X 2 BEDROOM FLATS AT BURGHELY COURT, 16 INGESTRE ROAD, LONDON NW5 1UF

SMB Town Planning Ltd has been instructed by Robshaws South West Limited to submit a detailed application for a proposal to provide an additional storey to Burghley Court to accommodate 2 x 2 bedroom flats.

Together with this letter which serves as the Planning Statement we enclose the following documents:

- Completed planning application forms
- Certificate B
- CIL questionnaire
- Design and Access Statement
- Daylight and Sunlight Report
- Drawings:
 - § Existing site location plan - scale 1/1250 @ A3 (drawing no. PL001)
 - § Existing block plan scale - 1/500 @ A3 (drawing no. PL005)
 - § Existing floor plans – scale 1/100 @ A1 (drawing no. PL003)
 - § Existing roof plan – scale 1/100 @ A3 (drawing no. PL002)
 - § Existing elevations and sections – scale 1/100 @ A1 (drawing no. PL004)
 - § Proposed third floor plan – scale 1/100 @ A3 (drawing no. PL201)
 - § Proposed roof plan – scale 1/100 @ A3 (drawing no. PL200)
 - § Proposed elevations and sections – scale 1/100 @ A1 (drawing no. PL300)

The statutory planning application fee of £770.00 has been paid electronically.

This application follows a Pre-App Request submitted on 14 June 2016 (Ref: 2016/3282/PRE) for the same development as now proposed. The Council's concluding comments in their letter of response dated 25 July 2016 were:

“The principle of an additional roof extension is considered likely to be acceptable, subject to the assessment of detailed design, room sizes and layouts and daylight/sunlight study”

The Site & Surrounding Area

Photographs of Burghley Court and adjoining properties are contained within the Design and Access Statement

Burghley Court is a modern four storey building comprising 9 self-contained flats 7 of which are duplex, 2 are single level dwellings. There are 7 x 2 bedroom units and 2 x 3 three bedroom units. There are two entrances to the building located on the Ingestre Road frontage, each giving access to a stairwell. There is no associated communal amenity space or car parking. Burghley Court is a car free development in accordance with planning permission no. 2003/3420/P and the Section 106 Agreement (see below).

The rear elevation of the building has been partly angled to provide for north facing balconies which overlook a landscaped area of public open space beyond the curtilage. This separates Burghley Court from “Wardlow” which lies on higher ground within the Ingestre Road residential estate. Much of this estate is 4 storeys in height except for “Grange Mill” which extends to 8 storeys in height and is located further to the west.

The London Overground railway line is on the northern side of Ingestre Road in a cutting. Beyond the railway is Winifred Paul House fronting Churchill Road. This is a residential block of flats of 7 storeys high on its front elevation and 5 storeys at the rear. Pedestrian access between Ingestre Road and Churchill Road is via a bridge over the railway line.

The Acland Burghley School lies directly opposite Burghley Court on the eastern side of Ingestre Road. The school is built, in part above the railway line.

Adjoining Burghley Court to the south is the annex associated with no.91 Burghley Road. Burghley Road itself comprises traditional three storey Victorian terraces with pitched roofs on both sides of the street. However, the adjacent terraces on Burghley Road are taller than the four storey Burghley Court. The height of Burghley Court is set below the eaves of the adjacent end of terrace property. This is because application site having a lower ground floor providing a full storey to the rear but at the street elevation the lower ground floor is almost entirely hidden from view. Therefore, Burghley Court is four floors but essentially only three stories when viewed from Ingestre Road. In addition, there is a natural slope of the road falling away from Burghley Road reducing the mass on the Burghley Road/ Ingestre Road junction.

The site lies within good access of public transport – railway stations (Gospel Oak, Tufnell Park and Kentish Town) and several bus routes. The PTAL level is 6a.

Burghley Road and Ingestre Road are situated within a CPZ, which is in force from Monday to Friday between the hours of 0830 and 1830.

The site lies to the south and east of the Dartmouth Park Conservation Area, which lies primarily to the north of the London Overground line.

Relevant Planning History

Planning permission (Ref. no. 2003/3420/P) was granted on 17 May 2005 for external alterations to the roof and elevations as amendments to a scheme approved on 21 January 2003 (Ref: PEX0100801) for the demolition of the existing warehouse building and the

erection of a 4 storey building to provide 9 self-contained flats. The permission was subject to a Section 106 agreement which defines the development as Car Free Housing

The Proposed Development

Section 6.1 of the Design and Access Statement sets out in detail the proposed development and how the additional storey to the building to provide 2 x 2 bedroom flats with floor spaces of 65sqm and 70sqm respectively, with self-contained amenity space, can be undertaken to meet all the relevant design and standards set out in development plan policy and supplementary planning guidance.

The proposed design is set back from the existing façade / parapet wall to reduce impact on the street scene and negate any affect upon adjacent buildings' right to light. Indeed, in terms of daylight and sunlight, the accompanying report concludes that the proposed additional storey is fully compliant with BRE guidance and any adverse impact will be minimal and unnoticeable.

Planning Policy Considerations

In formulating this proposal Robshaws South West Limited have had regard to:

- Core Strategy Policies:
 - Policy CS5 - Managing the impact of growth and development
 - Policy CS6 – Provision of Quality Housing;
 - Policy CS14 - Promoting high quality places and conserving our heritage

- Development Management Policies:
 - Policy DP2– Making Full Use of Camden's Capacity for Housing.
 - Policy DP18 - Parking Standards and limiting the availability of car parking
 - Policy DP24 - Securing high quality design
 - Policy DP26 - Managing the impact of development on occupiers and neighbours

- Camden Planning Guidance
 - CPG1 (Design) 2014
 - CPG2 (Housing) 2013
 - CPG3 (Sustainability) 2013
 - CPG6 (Amenity) 2011
 - CPG7 (Transport) 2011

There is a recognised need, not only for high quality housing but also additional units within the London Borough of Camden in accordance with the NPPF generally and the London Plan.

Planning Assessment

(A) Design

The proposal involves an upward extension of an existing residential building in an area of high density development.

The modern design, existing flat roof and comparative height to the surrounding buildings provides scope for an upward extension without any significant or harmful impact on the character of the area.

The proposed flat roof is considered an appropriate extension to the building. In addition, the design will be sympathetic to the existing host building. The overall integrity of the roof form is retained by the proposal.

The proposed additional storey – which would be set back - projects the roof height to approximately the same height as the ridgeline of the adjacent terraced properties and would not harm existing views from east to west along Burghley Road. The top floors of “Wardlow Court” to the rear are visible above Burghley Court and proposed additional floor would not result be detrimental to the street scene.

Therefore, there is no conflict with Policy CS14 of the Core Strategy, Policy DP24 of the Development Management Policies and CPG1.

(B) Amenity

Core Strategy Policy CS5 requires new development to protect the amenity of residents. Policy DP26 of the DMP seeks to ensure that the amenities of neighbouring occupiers are not unduly impacted by development in terms of overlooking, loss of daylight/sunlight, poor outlook or sense of enclosure. Amenity Guidance in CPG6 seeks to protect the privacy of both new and existing dwellings to a reasonable degree.

It will be seen from the submitted drawings and Section 6.1 of the Design and Access Statement that the outlook from the proposed new units will be orientated to avoid over-looking of adjacent properties, with primary views looking towards the east of the site and secondary views to the north-west as opposed to the south west elevation to protect the amenity of the rear gardens along the terraces of Burghley Road.

The accompanying Daylight and Sunlight Report concludes that the proposed extension will have no adverse impact on Wardlow Court.

Therefore, the proposed development complies with Core Strategy Policy CS5, Policy DP26 of the DMP and the Amenity Guidance in CPG6

(C) Housing

Core Strategy Policy DP2 states that making full use of Camden’s capacity for housing is required to maximise the supply of additional homes in the Borough. DMP Policy DP5 states the Council will seek to secure a range of self-contained homes of different sizes. The Dwelling Size Priorities Table within Policy DP5 (homes of different sizes) sets out that two bedroom flats are classified as very high. The application therefore is in accordance with the Council’s priorities.

The application proposes:

- 1 x 65 sqm 2 Bedroom 3 Person Unit
- 1 x 70 sqm 2 Bedroom 4 Person Unit

The proposed flats would meet national floorspace standards and would provide quality housing.

In addition, amenity space is designed to include proposed terraces, equating to a minimum of 5sqm for each dwelling. The provision of balconies at the front would provide valuable amenity space without impacting neighbouring properties.

(D) Transport

As stated above there is a Section 106 Agreement in place to the effect that the property is "car free housing". The applicants are prepared to modify the existing agreement to continue this restriction should planning permission be granted. This is in accordance with Guidance in CPG7.

There cycle storage area is in the lower ground floor as shown on drawing no. PL003.

The Council's Pre-App response referred to "*the proposed development would be expected to provide a highways contribution in case of damage to the highway during works*". The applicant would be prepared to discuss this matter further as the application progresses towards determination.

(E) Other Matters

Other detailed matters re considered in the accompanying Design and Access Statement and Daylight and Sunlight Report.

Conclusion

Considering the above, the principle of an additional storey to Burghley Court to accommodate 2 x 2 bedroom flats is acceptable and is in accordance with the relevant planning policies appertaining to the proposal.

I look forward to receiving confirmation that this application has been registered.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S. Birnbaum', with a long horizontal flourish extending to the right.

Simon Birnbaum BA Dip UPI MRTPI
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