

Planning Application

To London Borough of Camden Council

**Construction of 3 No. Residential Units and a Car Park including 26 No. Parking
Spaces and associated landscaping at Warwick Lodge, Shoot Up Hill, London
NW2 3PE.**

On behalf of Carringtons (Michael Carrington and Associates Ltd)

PLANNING POLICY STATEMENT

February 2017



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On behalf of Carringtons (Michael Carrington and Associates Ltd)

February 2017

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1.0 INTRODUCTION

1.1 This Planning Policy Statement (Statement) forms an element of the submission to the planning department of the London Borough of Camden Council for the consideration of a planning application for the construction of 3 residential units and a car park consisting of 26 car parking spaces and associated landscaping at Warwick Lodge, Shoot Up Hill, NW2 3PE. This application is made on behalf of Carringtons (Michael Carrington and Associates Ltd) and submitted in line with the application validation requirements as identified by the local authority.

1.2 Objectives

The predominant objective of the submission is to demonstrate that the incorporation of three residential units within an existing and extant structure offers a contribution of high quality housing supplied to the local housing supply market in a manner that does not provide any residential amenity issues or design amenity issues to any other receptor. The incorporation of 26 car parking spaces is for the benefit of the existing residents on the site and offers a higher quality configured space which in turn improves the existing transport considerations of the site and the surrounding area.

1.3 The application's accordance with the Development Plan is identified with the consideration of appropriate and pertinent policies and referencing of the National Planning Policy Framework as appropriate.

1.4 This statement also briefly examines any issues in relation to material considerations that are considered pertinent to the scheme. The submission has taken into consideration the advice and requirements of the National Planning Policy Guidance (NPPG) 2014 (as updated).

2.0 SITE LOCATION & DESCRIPTION

2.1 Site Location

The application site is located on Shoot Up Hill, Kilburn, which falls in a location of a seven minute walk from Kilburn Underground Station. The site is approximately 2,880 square metres, comprising of a residential building, a private road, a courtyard and one single storey outbuilding to the rear that includes seven garages and a storage unit. The road within the site, which runs around the perimeter of the main building has both access and exit points off Mill Lane. An existing informal car park along this road serves a maximum of 15 car parking spaces.

2.2 Warwick Lodge itself is a seven storey brick building that includes a mansard roof level and a basement. It has an extant footprint of 808 square metres and is shaped round a communal courtyard with its predominant use being residential. The existing basement that is used within the proposed development is located underneath the front part of the building that runs parallel to Shoot Up Hill and is accessible from both the two main lobbies at the front and the courtyard at the rear. It should be noted that the only room that is in existing use within the building at present is the plant room and all other rooms are all currently vacant and unused.

2.3 Proposed Development

The proposal provides two new residential units within the existing basement parameters which are both accessible from the front and rear elevations through two different stairs. The first unit has an internal floor area 48.5 square metres and is one bedroom, studio-flat. Whereas unit two at 90.6 square metres is a three bedroom, five person flat. There are two 6.5 square metre light wells proposed for unit one; one to the bedroom and one to the open living space and kitchen. Three light wells have been provided within unit two, to the living space and to the bedrooms.

- 2.4 A separate daylight/sunlight structural engineering report have been incorporated as part of the submission.
- 2.5 Contemporary glazing structures offer an improvement to resident's security and safety is provided within this scheme to offer to improve access to the level from the rear. The proposal looks to provide a properly configured car parking arrangement that removes the under lineated informal car parking spaces providing a maximum of 15 cars, that is currently the base line position of the site. The delineated car parking spaces as proposed within the scheme offer 26 car parking units for the benefit of the residents of the site, whilst improving landscaping in a manner that offers landscape vitality to the existing residents and breaks up any hardstanding issues created by the car parking itself.
- 2.6 The third element of the scheme is to partly demolish an existing outbuilding to construct a single one bedroom two person flat at 50 square metres which in turn as demonstrated by the information provided in the scheme provides a significantly higher quality delivery of residential development than the outbuilding that is currently on the site.

3.0 PLANNING POLICY ASSESSMENT

3.1 The London Borough of Camden's Development Plan consists of the following documents:

- National Planning Policy Framework (NPPF) (2012)
- The London Borough of Camden Council Core Strategy (2010)
- The London Borough of Camden Development Policies (2010)
- Supplementary Planning Documents including planning guidance to support and supplement the Emerging Local Development Framework

3.2 National Planning Policy Framework

The consideration of the NPPF has been undertaken in full in relation to the scheme. It is considered that in Paragraph 7 terms of the development accord with the 3 arms of sustainability by providing provision to high quality accommodation that provides for a range of housing market requirements including a family home and does so in a manner that offers a high quality architectural provision for the benefit of both the site and the inhabitants of the properties themselves. As such it is considered that from a socioeconomic perspective the development offers a scheme that offers no identified harm of significance to the receptors on site or in economic policy terms. Further to this the reconfiguration of the car parking space allows for a much more formalised approach to parking on site that reduces potential risk in relation to the informal parking provision provided at the present time. All of the works associated with the planning application improve the existing baseline environment of the site and as such it is considered that from an environmental perspective the development meets the requirements of Paragraph 7.

3.3 Overall therefore given that the development provides high quality residential development in line with Paragraph 50 of the NPPF it is considered that the

development can be defined as sustainable development in NPPF terms and there are limited elements of harm that can be prescribed to policies associated with the council's Local Plan.

3.4 Camden Development Policies

It is considered that the following policies are considered pertinent in the consideration of the scheme:

- DP2 – Making full use of Camden's Capacity of Housing
- DP5 – Homes of different sizes
- DP16 – Transport implications of development
- DP18 – Parking standards and limiting the availability of car parking
- DP24 – Securing high quality design
- DP26 – Managing the impact of development on occupiers and neighbours
- DP27 – Basements and Light Wells

3.5 It is considered in Camden's housing policy terms that the provision of a range of housing in a manner and that does not offer any significant detriment to any other receptor and makes use of existing footprint that facilitates a higher quality of design accords with the requirements of the policies.

3.6 With regard to the securing of higher quality design it is considered that the nature of the layout of the proposal and the implementation of high quality glazing accesses and light wells offer an attractive addition to the existing residential provision of the site in a manner that enhances and does not cause detriment to the existing locality. It is considered that the demolition of the outbuildings associated with the provision of the third unit provides a significant benefit with regard to the provision of higher quality space and the overall reconfiguration and landscaping of the parking and landscape area

- offers a higher quality consistent provision of amenity for all receptors associated with the site.
- 3.7 As such in both Local Plan and NPPF terms it is considered that the provision of development that makes use of an existing space is of benefit to the local area and the implementation of the higher quality design is an added bonus.
- 3.8 With this in mind it is considered that the development offers no detriment with regards to Paragraph DP27; offering a higher quality light well and basement space that offers requisite light, quiet enjoyment of residential amenity spaces and an attractive addition to an existing residential unit.
- 3.9 From a transport perspective it is considered that the proposal regularises and delineates an existing difficult situation with regards to the informal spaces and the uniformity that comes with the provision is considered to be a material consideration for the benefit of an attractive environment. With regard to the council's resistance of the provision of further car parking it should be noted that the existing baseline situation at the site already provides car parking spaces and the provision of a more uniform, safer parking provision and as such an increased and improved access and egress from site is of benefit both to the local highway and is a by-product of a reconfigured safer environment. It is considered therefore that the implementation of the parking provision should not be viewed against the resistance for new car parking spaces in the area as it simply offers uniformity and organised provision that serves an existing baseline demand.
- 3.10 It should be reiterated that the development does not make any changes to the existing areas associated with the basement and as such best practice construction methodology will be incorporated to reduce any potential impacts for noise or vibration on existing
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receptors; however this is a significantly mitigated against already by the fact that the existing volume space associated with the basement conversion is already in place.

4.0 CONCLUSION

- 4.1 The development provides a high quality extension provision to an existing residential site that contributes in a wide manner to the provision of housing supply in the area by providing a range of sizes of housing. This includes a provision of higher quality family home space.
- 4.2 The design of the scheme is of such that the light well and configuration are of benefit to the existing building by offering a feature of attractiveness.
- 4.3 The development delineates and regularises existing car parking provision to a point where it offers safer access and egress from the existing site and brings forward a uniformity that is considered attractive to this surrounding vernacular.
- 4.4 As such it is considered that the development accords with the principles of the Development Plan by offering high quality and increased provision for housing and does so in a manner that offers no Development Plan detriment.
- 4.5 As such as it is respectfully requested that the application is supported as it is considered sustainable development in the NPPF terms.

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