

**CANFIELD PLACE, LONDON NW6**  
LONDON BOROUGH OF CAMDEN  
**PLANNING ASSESSMENT**

Prepared By

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## APPENDICES

1. Letter dated 6<sup>th</sup> April 2006 regarding pre-application advice pertaining to 2005/4647/PR1
2. Pre-Application advice dated 27<sup>th</sup> March 2015.
3. Pre-Application advice dated 27<sup>th</sup> October 2016.
4. Example of Letter used during Neighbourhood Consultation.

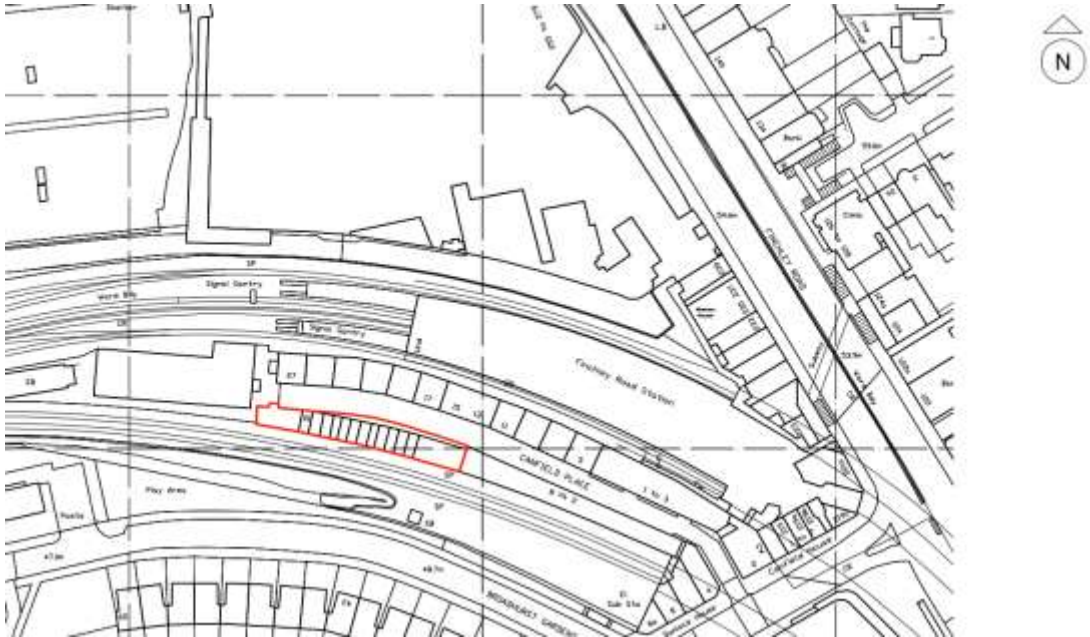
## 1.0 INTRODUCTION

- 1.1 This statement accompanies a planning application for the redevelopment of 16 garages to form 8 mews houses at Canfield Place, London NW6. The proposal consists of 3 x 2-storey houses and 5 x 3-storey houses, each with private roof terraces.
- 1.2 The site as existing comprises a single storey, terrace of 16 garages with flat roofs. The garages are managed by Clem Dobson and the majority are vacant.
- 1.3 A description of the site and surrounding area is detailed in Section 2. Section 3 will discuss any relevant planning history.
- 1.4 Section 4 will summarise the recommendations that arose from two pre-application discussions that were undertaken during the process of preparing this proposal, while Section 5 will outline the proposal in detail.
- 1.5 The relevant planning policies are listed in Section 6 while a comprehensive planning appraisal is provided in Section 7. Finally, this statement is summarised and concluded in Section 8.
- 1.6 The following documents are submitted as part of the planning application and should be read alongside the Planning Statement;

Document	Author
Design and Access Statement	CZWG
Daylight & Sunlight Report	GVA Schatunowski Brooks
Acoustic Report	WSP Parsons Brinkerhoff
Construction Management Plan	AIA Consulting Ltd
Air Quality Assessment	WSP Parsons Brinkerhoff
Energy Statement	WSP Parsons Brinkerhoff
Overheating Assessment	WSP Parsons Brinkerhoff
Transport and Servicing Report	WSP Parsons Brinkerhoff

## 2.0 SITE AND SURROUNDING AREA

- 2.1 Canfield Place is a narrow cul-de-sac accessed via Canfield Gardens, located directly to the south of Finchley Road Underground Station. The associated railway line runs along the southern boundary of the site. As such, the site benefits from a PTAL of 6b, meaning that the site has the benefit of the best possible links to public transport (0= worst, 6b= best).



LOCATION PLAN

- 2.2 The site is comprised of 16 single-storey garages. They are in disrepair and are mostly unused.



STREET-LEVEL VIEW OF APPLICATION SITE FACING EAST

- 2.3 Directly opposite the application site on the northern side of Canfield Place, there is a terrace of traditional two-storey mews houses (nos. 11-27). Like the existing garages on the application site, these houses are set right on the back edge of the highway.



MEWS-STYLE PROPERTIES ON CANFIELD PLACE

- 2.4 To the west, the site abuts the yard of a large generating station with a pedimented and stepped Dutch gable end. The station is associated with the adjacent railway but it is unknown whether it is in active use.



WAREHOUSE BUILDING ON WESTERN SIDE OF APPLICATION SITE

- 2.5 To the east, the site abuts an office block in a contemporary mews commercial style which may have been built in the 1980's. The building is two storeys, with an additional floor built into a mansard-type roof extension served by decorative gable features.



OFFICE BUILDING ON EASTERN SIDE OF APPLICATION SITE

- 2.6 The rear of the garages can also be viewed from Broadhurst Gardens, which lie to the south of the railway lines out of Finchley Road Station.



VIEW OF APPLICATION SITE FROM BROADHURST GARDENS TO THE SOUTH



### 3.0 PLANNING HISTORY

- 3.1 In 1960, temporary planning permission was given for some of the garages to have light industrial/storage use (for the repair of motor vehicles). This permission was implemented, but affected only a part of the site and included ancillary car parking space. The balance of the site was kept in use as lock-up garages, including the two units at the western end of the site.
- 3.2 In 1972 permission for the above temporary light industrial/ storage use was continued and the mix of vehicle repair and lock-up garage uses continued.
- 3.3 In 1974, a proposal for a three storey industrial building on a portion of the application site was refused, as it was considered that a *“piecemeal redevelopment of this kind would prejudice the possible comprehensive redevelopment of the site”* thereby damaging the long-term potential presented by the site.
- 3.4 In December 1989, in an effort to introduce a permanent business use on the site, permission had been sought to build seven B1 units, each of three to four storeys. This permission was granted in November 1990, but it was not implemented and it lapsed in 1995. In the meantime the uses on the site remained as before.
- 3.5 An application was made in June 1998 to revive the permanent B1 business scheme permitted in 1990. However this scheme was refused on traffic grounds. The Council was of the opinion that the proposal would result *“in an excessive amount of the site being used for car parking purposes”*.
- 3.6 In 2006, an application was submitted to the Council for a residential scheme but was ultimately withdrawn (2005/4647/P). The information submitted contained a summary of the pre-application response between the applicant and the case officer at the time, Ms. Mary Samuel. It is clear from that correspondence that there were 2 concerns, 1) daylight impact to no. 21 Canfield Place, and 2) window treatments. This letter can be found at Appendix 1.

#### 4.0 PRE-APPLICATION DISCUSSIONS

##### 2016/0861/PRE

- 4.1 NT+A submitted a request for pre-application advice to the Council in February 2016. A site visit between the Planning Officer, Design Officer and NT+A took place on 23<sup>rd</sup> March 2016. Following this meeting, pre-application advice dated 27<sup>th</sup> April was received from the case officer, a copy of which can be found at Appendix 2.
- 4.2 The officer held that the demolition of the existing garages and the 8 replacement dwellinghouses was acceptable in principle. The inclusion of roof terraces to provide private amenity space was welcomed and the footprint and massing of the proposed development was found to be acceptable. The officer also considered that the development would be unlikely to have any impact upon the houses opposite as there appeared to be no habitable rooms at ground level.
- 4.3 The officer queried whether the initial design had been sufficiently informed by the character of Canfield Place. Attention was also drawn to the fact that the site was just north of the South Hampstead Conservation Area; in this regard, the visual impact of the development would have to respect the conservation area as per policy DP25 of the Development Management Policies (“Conserving Camden’s heritage”).



INITIAL REAR ELEVATION DESIGN FOR PROPOSED MEWS HOUSES

- 4.4 It was also stated that the proposed integrated ground floor garages/parking would be resisted by the Council on account of the site’s 6b PTAL rating. Officers confirmed that the applicant would be required to sign up to a car-free clause within a S106 legal agreement.

##### 2016/4433/PRE

- 4.5 A follow-up request for pre-application advice was submitted on 9<sup>th</sup> August 2016. Written feedback was received from a new case officer on 27<sup>th</sup> October, a copy of which can be found at Appendix 3.

##### Land Use

- 4.6 The officer considered the principle of the development to be acceptable, as was the mix of residential units.



### Quality of Residential Accommodation

- 4.7 While some concerns were expressed regarding the high-level ground floor bedroom windows, it was considered that these were satisfactory given the high levels of daylight and sunlight that would be provided to the remaining habitable rooms. The roof terraces were seen to provide a good level of external amenity space for future occupiers.

### Design and Heritage

- 4.8 The Case Officer acknowledged that the new design better complemented the character and appearance of Canfield Place. The faceted roof design was seen to add an interesting element to the streetscape.
- 4.9 The Case Officer advised that it was common of mews properties to demonstrate a strong commercial aesthetic at ground floor level which are often read as large punched openings in the principal elevation. He acknowledged that although the need for garage doors was removed from the properties, the large openings should remain a key feature. The Officer remarked that the front-facade should appear more engaging as per typical mews properties.
- 4.10 Additionally, the Officer sought clarity on the rear of the development; he reiterated a need for the design to respect the conservation area to the south. The Officer recommended that a future application should contain computer generated images which would help justify the chosen design. Further justification was also needed for the use of the proposed materials.



REVISED REAR ELEVATION DESIGN FOR PROPOSED MEWS HOUSES

- 4.11 A report outlining the implications of the size, massing and scale upon the residents of nos. 11-27 Canfield Place was also required to be submitted alongside the application.

### Residential Amenity

- 4.12 The Case Officer agreed that the development would not lead to unacceptable levels of overlooking into habitable rooms of neighbouring properties.

### Transport and Highways

- 4.13 The Case Officer advised that a draft Construction Management Plan would need to be submitted in order to address the potential impact of construction/delivery vehicles associated with excavation and development of the site on the local highway network.
- 4.14 It was advised that 16 cycle parking spaces would need to be provided. The omission of the proposed ground floor garages from the revised drawings was welcomed.

#### **Affordable Housing**

- 4.15 The Case Officer agreed the proposed number of units and additional residential floor space provided currently fall below the threshold for on-site affordable housing provision.

#### **Neighbourhood Consultation**

- 4.16 Neighbouring Residents on Canfield Place and the Combined Residents' Association of South Hampstead were individually written to prior to the submission of this application. An example of the letter which was forwarded to them can be found at Appendix 4. Residents were given a 2 week period to respond to the agent. No responses were received by any neighbour.

## 5.0 DEVELOPMENT PROPOSALS

5.1 This section provides a detailed description of the proposed development.

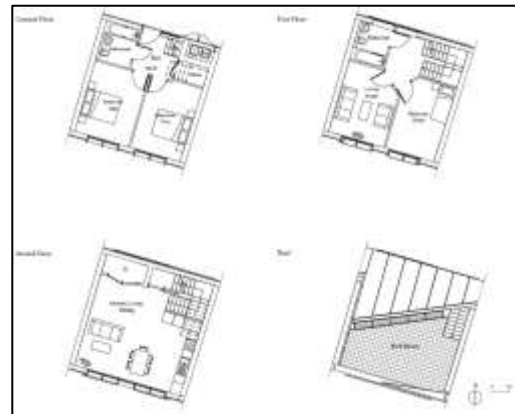
5.2 The proposed development would first involve the demolition of the sixteen existing, disused garages. The site would be redeveloped for eight mews houses of two and three storeys.



PROPOSED FRONT ELEVATION

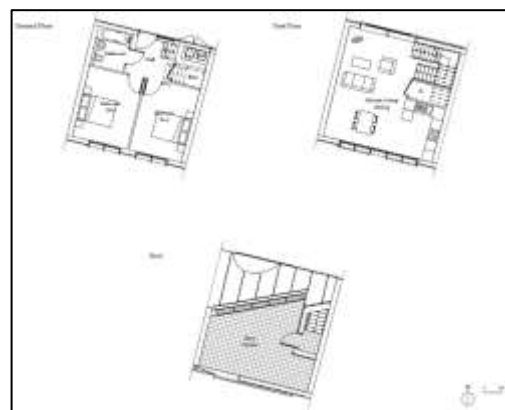
5.3 There would be four different house types included in this development: Types A, B, C and D.

5.4 Three Type A houses are proposed at the easternmost side of application site. These 3B5P dwellinghouses are modelled on the existing three-storey mews houses facing opposite the site (nos. 11-27). A roof terrace is incorporated within the rear of a recessed attic level.



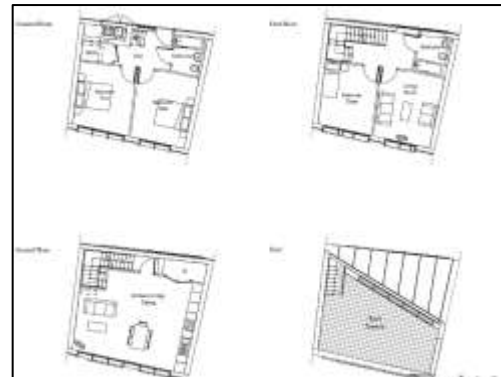
"TYPE A" FLOOR PLANS

5.5 Two Type B dwellings are included within the scheme. Like Type A, these 2B4P dwellinghouses have bedrooms included on the ground floor with a shared kitchen/living/dining room on the first floor. These two properties are designed as two-storeys as they are directly opposite two existing mews houses (nos. 19 and 21) which have habitable ground floor rooms. The reduction in height thereby mitigates any potential loss of daylight/sunlight to the opposite neighbours.



"TYPE B" FLOOR PLANS

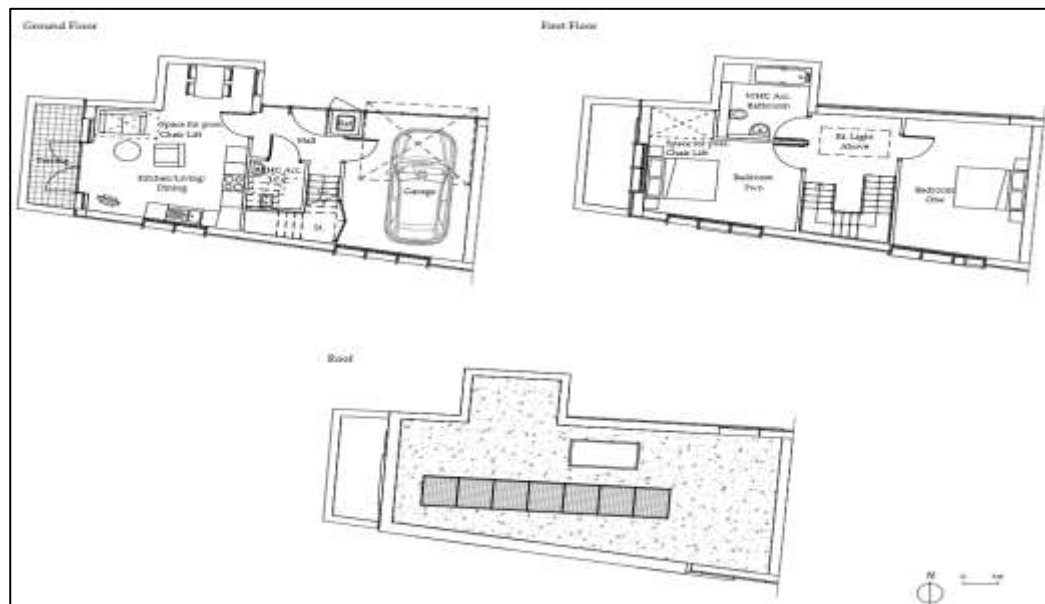
- 5.6 Two Type C houses are included within the proposed development. These two 3B5P houses are designed in consideration of the dimensions of the tapering western end of the site. Like Type A, these houses are modelled on the three-storey existing mews houses opposite the site. The arrangement of rooms closely reflects that of Type A.



"TYPE C" FLOOR PLANS

- 5.7 Situated at the westernmost end of the site, the single Type D house has a 2P4P two-storey design on account of the limited depth available at this part of the site. In light of these restrictions, Type D is designed to wider dimensions so as to fill out the application site.

- 5.7 This unit is designed to be wheelchair accessible, with space proposed for a wheelchair lift. Unlike the other properties, a kitchen/living/dining area would be included on the ground floor with the two bedrooms on the first floor, while private open space would be provided through a small patio/garden directly accessible from the ground floor rather than a roof terrace. Notwithstanding officer pre-app comments regarding the need for a car free development, given the accessible nature of this unit, an accessible parking space has been incorporated, as required by Policy DP18.



"TYPE D" FLOOR PLANS

- 5.8 The design of the three storey houses (Types A & C) includes a faceted roof which angles the development away from the front elevation of the existing mews houses on the opposite side of Canfield Place. This design serves to respect the character of the street while mitigating any impact upon the residential amenity of the existing dwellinghouses.



SECTION OF TYPES A &amp; C

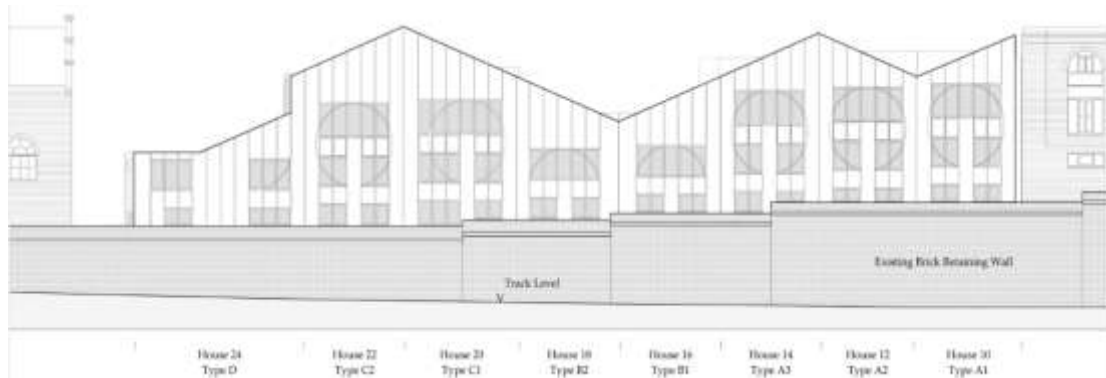
- 5.9 The Type B houses would continue the faceted roof design within a two-storey design so as to respect the amenity of nos. 19 & 21, more particularly daylight and sunlight.



SECTION OF TYPE B

- 5.10 In line with pre-application advice given by case officers, the ground floor garages included in the initial proposals have been removed (except for the sole Type D house, for the reasons outlined above).
- 5.11 Elevations achieve a more active frontage, as typical of traditional mews houses. All doors and windows at ground floor level have been framed within stained oak timber panelling, thereby referencing the commercial character afforded to Canfield Place by the existing garages. Furthermore, the front elevations of the proposed dwellinghouses now also include large central windows at first floor level; this would increase the connectivity of the properties to the street and create a sense of internal activity.
- 5.12 Metal panel is the primary facing material for this proposal. This is a suitable material given the form of the design. In the light of restrictions to construction in terms of accessibility to the site and the proximity of the site to the railway line to the south, metal panels would be best in terms of utilising prefabricated materials within the construction process. As well as the aforementioned timber panelling, the dwellinghouses would be finished with a lightweight patinated bronze cladding that would complement the brick and timber materials of existing buildings along Canfield Place.

- 5.13 The rear elevation would face the railway line and the South Hampstead Conservation Area to the south. This elevation continues the patinated bronze panelling of the front elevation. It also incorporates large recessed windows with bronze-finished frames and semi-circular brise soleil fins.



**REAR ELEVATION**

- 5.14 Each house meets the national space standards issued by the Department of Communities and Local Government. The proposed plans are also compliant with Building Regulation part M4(2), with Type D compliant with Part M4(3) for full wheelchair user standards. The design of each house also fulfils the Council's requirements for the provision of amenity space, refuse and recycling storage and cycle space.
- 5.15 The total GIA of this eight-unit proposal would be 921 sqm. As such, the scheme would not be required to provide affordable housing contributions.
- 5.16 All of the houses would incorporate air source heat pumps that would contribute to their energy efficiency.

## 6.0 POLICY FRAMEWORK

6.1 The following policy documents are relevant to this application:

### National

National Planning Policy Framework	2012
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### London

The London Plan (with consolidated alterations)	2016
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### London Borough of Camden

<u>Core Strategy 2010-2025</u>	2010
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<u>Development Policies 2010-2025</u>	2010
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### Supplementary Planning Documents

Camden Planning Guidance: Amenity	2011
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Camden Planning Guidance: Design	2011
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Camden Planning Guidance: Housing	2011
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Camden Planning Guidance: Transport	2011
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Camden Planning Guidance: Sustainability	2011
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Camden Planning Guidance: Planning Obligations	2011
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### Supplementary Planning Guidance

South Hampstead Conservation Area: Character Appraisal and Management Strategy	2011
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## 7.0 PLANNING ASSESSMENT

7.1 In this section, the proposal will be appraised under the main planning matters which are considered to be:

- Land Use
- Design
- Residential Amenity
- Accessibility
- Transport and Highways
- Sustainability
- Affordable Housing
- Neighbourhood Consultation

### a) Land Use

7.2 In both pre-application discussions, the proposed demolition of the 16 existing garages was seen to be acceptable. In their feedback, officers referred to Policies CS1 (Distribution of growth), CS4 (Areas of more limited change), CS6 (Providing quality homes) and DP2 (Making full use of Camden's capacity for housing) , noting that the proposed development makes a positive contribution to the Borough's housing needs in the form of eight dwellinghouses on the application site.

7.3 The most recent pre-application feedback indicated that the proposed mix of 3 x 2-bed and 5 x 3-bed units was acceptable and would *"help contribute towards the creation of mixed and inclusive communities"* in line with Policy DP5 (Homes of different sizes). This configuration of residential units not changed, thereby the proposed development is in accordance with Policy DP5.

7.4 In terms of land use, the principle of development accords with local and national policy.

### b) Design

7.5 Regarding the loss of the existing garages, it has been agreed in previous pre-application feedback that they do not provide anything substantive in aesthetic or townscape terms. The demolition is acceptable provided that a suitable replacement is developed onsite.

7.6 The new dwellings have been designed to be visually interesting and make a positive contribution to the street. While the design incorporates contemporary features and materials, the bronze panelling complements the brick and timber materials of the current streetscene.

7.7 The faceted roofline adds a modern counterpoint to the sawtooth roofline of existing terrace and adds further interest to the streetscene in a manner which respects the local context and character of Canfield Place.

- 7.8 The design of the front elevation for each unit has incorporated elements of traditional mews-style houses as well as the commercial aesthetic currently provided by the existing garages. The proposal would add a visibly active frontage to Canfield Place, thereby enhancing the mews character of the street.
- 7.9 To the rear of the property, the development would be visible across the railway line from Broadhurst Gardens (which falls within the South Hampstead Conservation Area). Given its visibility from the Conservation Area, the rear elevation has been sensitively designed to surrounding context. As seen from Broadhurst Gardens (see image below), the unified design of the eight properties would be seen to synthesise elements of the adjoining industrial buildings within the contemporary style of the proposed development.



VIEW OF REAR ELEVATION FROM BROADHURST GARDENS

- 7.10 In light of the above analysis, the proposal is in accordance with Policy CS14 (Promoting high quality places and conserving our heritage) of the Core Strategy 2010, DP24 (Securing high quality design), DP25 (Conserving Camden's Heritage) of the Development Policies 2010, the Design: Camden Planning Guidance SPD 2011 and the South Hampstead Conservation Area: Character Appraisal and Management Strategy 2011.

#### c) Neighbouring Amenity

- 7.11 The bulk and massing of the proposal has been designed so as to match that of the existing mews houses while avoiding any harmful impact upon the residential amenity of the current occupiers.

- 7.12 The faceted roofline angles away from the street; this reduces the dominance of the proposed houses within the setting of the street. In this regard, the form of the proposal is responsive to protecting the outlook of the existing occupiers.
- 7.13 The location of private amenity space within recessed roof terraces at the rear of each property means that the proposal would not result in any overlooking into the existing properties.
- 7.14 The daylight/sunlight report submitted within this application also demonstrates that the proposal is acceptable within BRE guidance.

**d) Accessibility**

- 7.15 Policy DP6 of the Development Policies 2010 states:

*"All housing development should meet lifetime homes standards. 10% of homes developed should either meet wheelchair housing standards, or be easily adapted to meet them."*

- 7.16 As discussed previously, all of the proposed mews houses meet lifetime homes standards.
- 7.17 Seven of the houses (Types A, B and C) are compliant with Building Regulation Part M4(2), while the Type D house at the westernmost end of the site is compliant with M4(3) which makes provision for wheelchair users.
- 7.18 As such, the proposal is in accordance with Policy DP6.

**e) Transport and Highways**

- 7.19 In line with pre-application advice, the initial design for the proposal has been modified to remove the ground floor garages from seven of the eight proposed units.
- 7.20 Pre-application advice stated that due to the site's high PTAL rating of 6b and its central location, the proposed ground floor garages initially incorporated with each unit would be resisted.
- 7.21 However, given the development's compliance with DP6 as outlined previously, a ground floor garage has been retained within the design of the Type D house at the westernmost end of the site.
- 7.22 This unit is designed to be compliant with M4(3) of the Building Regulations and as such meets wheelchair housing standards. DP18 states "Development should comply with the Council's parking standards, as set out in Appendix 2 to this document."
- 7.23 Appendix 2 of the Development Policies 2010 states that for people with disabilities, 1 parking space is required per dwelling of wheelchair user housing.

- 7.24 Furthermore, paragraph 5.21 of CPG 7 (Transport) states that “Car-free development and car-capped development should be designed taking into account the needs of disabled car users... where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling.”
- 7.25 Appendix 2 also states under “Design Considerations” that parking standards need to be considered alongside other policies within the local development framework “such as policies relating to road safety, visual appearance and street frontages”. As outlined above, off-street parking provided within the Type D unit would be in accordance with other relevant policies.
- 7.26 With regard to the other seven houses (Types A, B & C), it is accepted that these units would be car-free following a s106 legal agreement with the Council as outlined in pre-application feedback.
- 7.27 These seven units also have adequate space made for cycle parking and as such are in accordance with CS11 (Promoting sustainable and efficient travel), DP17 (Walking, cycling and public transport) and CPG 7 (Transport).
- 7.28 Each unit includes space for off-street recycling and waste storage. This is further detailed in a separate report submitted with the application entitled ‘Transport and Servicing Report’, in line with CS18 (Dealing with our waste and encouraging recycling), DP26 (Managing the impact of development on occupiers and neighbours), DP22 (Promoting sustainable design and construction) and CPG 1 (Design).
- 7.29 In accordance with pre-application advice, this application is accompanied by a draft Construction Management Plan.
- f) Sustainability**
- 7.30 This application is accompanied by an Energy and Sustainability report that describes how the proposal will include measures to address energy, efficiency, climate change and water consumption.
- 7.31 The proposed development supports Policies CS13 (Tracking climate change through promoting higher environmental standards), DP22 (Promoting sustainability and tackling climate change) and CPG 3 (Sustainability).
- g) Affordable Housing**
- 7.32 DP3 (Contributions to the supply of affordable housing) details when affordable contributions will be sought by the Council in relation to residential developments. This policy states that residential developments with “a capacity for 10 or more additional dwellings” will need to make a contribution to the supply of affordable housing.

- 7.33 As per the written ministerial statement which was appealed and given legal effect, ref: C1/2015/2559, on 13<sup>th</sup> May 2016, affordable housing contributions are no longer required for developments of ten units or less. Furthermore, developments which are less 1000 sqm will not be subject to affordable housing contributions.
- 7.34 As the proposed development comprises 8 units that total 921 sqm, no affordable housing contribution is necessary.

**8.0 SUMMARY AND CONCLUSION**

- 8.1 The proposed development involves the demolition of 16 existing garages and their replacement with 8 mews-style dwellinghouses.
- 8.2 The proposal is informed by current Council policy and extensive pre-application discussions.
- 8.3 The proposal incorporates a faceted roofline which protects the residential amenity of the existing mews houses opposite the application site.
- 8.4 While the design is contemporary, its form and materials respond to the character of the surrounding context.
- 8.5 The proposal includes 5 x 3-bedroom and 3 x 2-bedroom dwellinghouses, which is seen to be an acceptable housing mix.
- 8.6 It is accepted that the proposal will be car-free as outlined in pre-application discussions; however, the inclusion of a wheelchair user dwelling built in accordance with Part M4(3) of the Building Regulations would be the sole dwellinghouse that would incorporate a ground floor garage. As outlined above, this parking standard is acceptable in respect of Council planning policy.
- 8.7 We respectfully ask that permission be granted for this proposal.

## APPENDIX 1



Ref: 090-02-06.04.06-pl

To: Ms. Mary Samuel  
North Area Team Planner  
London Borough of Camden  
Development Control  
Town Hall  
Argyle Street  
London  
WC1H 8ND

Date: 6<sup>th</sup> April 2006

2005/4647/PR1

ENV AT N OST ROOM  
10 APR 2006  
-COR RECEIVED-

Dear Ms. Samuel,

**Re: 10 Canfield Place, London NW6**

Thank you for meeting with me on the 17<sup>th</sup> February to discuss the above application.

At our meeting you mentioned a number of points, which we have now considered. Our response is as follows:

#### 1.0 DESIGN

- 1.1 The site opposite at number 21 has residential use at ground floor. You requested that we address the loss of daylight to the property.

*We have provided a low-pitched roof over Unit 5 and over parts of Units 4 & 6. We believe that this addresses the concerns raised. Also see proposed Section BB.*

- 1.2 Overlooking was discussed. You required that the Kitchen windows are to have obscure glazing to the lower sections up to about 1.8m above floor level. Also bathroom windows to be obscured.

*We have included these requirements. In addition due to re-planning of Units 4, 5 & 6, due to item 1.1 above, three bedrooms will also have obscured glazing to the lower sections.*

- 1.3 You required that windows must be set back into the reveals.

*This will be provided.*

- 1.4 You advised that the small gable with the nameplate is not acceptable. We should repeat the windows here.

*The drawings have been updated to show this.*

Humphries Ellis Architects Ltd  
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London N1 9PF  
T +44 (0)20 7631 2211  
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mail@heat-architecture.com  
www.heat-architecture.com

Registered architect no. 367640  
RIBA registration no. 212752





Ref: 090/02/06.04.06/pl

Date: 6<sup>th</sup> April 2006

Page: 2 of 3

- 1.5 You requested that Dummy windows in gables are not acceptable and we are to show small windows here or small feature windows such as circular feature windows.

*We have provided windows in all gable locations.*

- 1.6 Acoustic glazing was required to bedroom windows overlooking the railway.

*This will be provided.*

- 1.7 You requested that basement level windows should line-up vertically with windows above. They could also be in coloured glass blocks.

*Drawings have been updated to show this.*

- 1.8 The roof finish is to have real or imitation slates such as "eternit slates" and this is also to apply to the roofs of dormer windows.

*It is agreed that this will be provided (see note on drawings).*

## 2.0 TRANSPORT

- 2.1 You requested that the front of the property is kept back at least 1m from the boundary of the site to enable access for emergency vehicles and general access down the street.

*We have asked our transport consultant Chris Veasey to look at this issue. Please find enclosed a copy of his letter to me describing his findings. As a result of his study we have not set back the front elevation. However, we have set back units 7, 8 & 9 at the end of the site which should alleviate your concerns.*

- 2.2 A legal agreement will be required ensuring that the units are "Car-Capped". This prevents residents from getting resident parking permits.

*Our client is willing to accept this if it is an essential requirement.*

- 2.3 You require us to check if any garage users are "essential users" meaning that they can't or couldn't find space elsewhere.

*Most of the garages are empty and my client has informed me that the remaining garage users are not "essential users."*

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RIBA registration no. 302622



Ref: 090/02/06.04.06/pl

Date: 6<sup>th</sup> April 2006

Page: 3 of 3

I have included 5 copies of revised layouts and hope that this is now all in order for presenting to Committee.

Please let me know if you have any further queries as soon as possible.

Best regards,

A handwritten signature in black ink that reads 'Robert Ellis'.

Robert Ellis  
Director

Encs  
cc. Tom West  
GSL

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## APPENDIX 2

Date: 27/04/2016  
Our ref: 2016/0861/PRE  
Contact: Zenab Haji-Ismail  
Direct line: 020 7974 3270  
Email: [Zenab.haji-ismail@camden.gov.uk](mailto:Zenab.haji-ismail@camden.gov.uk)



**Development Management  
Regeneration and Planning**  
Culture & Environment Directorate  
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Dear Ms Murphy,

**Town and Country Planning Act 1990 (as amended)**  
**Re: Garages 1-16 Canfield Place, London, NW6**

Thank you for your enquiry received on the 16 February 2016, regarding the demolition of the existing garages and the erection of eight mews dwelling houses. A site visit between the Planning Officer, Design Officer and the applicant took place on the 23<sup>rd</sup> of March 2016.

This letter represents the Council's initial view of your proposals based on the information available to us at this stage. It should not be interpreted as formal confirmation that your application will be acceptable nor can it be held to prejudice formal determination of any planning application we receive from you on this proposal.

#### **Overview of the Site and Proposal**

The pre-application enquiry relates to 16 garages located to the south west side of Canfield Place. Canfield Place is a narrow road with a mews characteristic. The road sits between Finchley Road station to the north and railway tracks to the south. The properties along Canfield Place generally fall into 4 groups – the single storey garages (the site), the 2 storey plus attic industrial/warehouse type building, the 2 storey 'mews style' properties which includes the office block with mansard type roof extension, and the traditional 2 storey plus attic floor mews properties (a remnant from when the mews connected to Broadhurst Gardens).

The palette of materials is predominantly masonry (in particular bricks) used in a load-bearing aesthetic, roofs are pitched with slate tiles, and a number of the gables punch through the eaves creating a sawtooth-type effect which adds visual interest to a journey down Canfield Place as well as in longer views.

The site is not located within a conservation area but directly to the south beyond the railway line is the South Hampstead conservation area. Due to the railway line the site is highly visible not only from the conservation area but also along the railway line and obviously by the large numbers of commuters.

The proposal seeks to demolish the existing garages and replace them with 8 mostly three storey mews houses with a fourth storey of terraces.

#### Policy context

The relevant policies that would apply to this proposal are taken from the London Borough of Camden Local Development Framework (LDF) Core Development Strategy and Development Plan Policies adopted November 2010 and the revised London Plan adopted 2015. The LDF is accompanied by the Camden Planning Guidance (CPG) which was adopted April 2011 and partly revised in 2013 and 2015. These can all be viewed online at [camden.gov.uk/planning](http://camden.gov.uk/planning).

#### **Land Use**

Policy CS1 (Distribution of growth) promotes efficient use of land and buildings in Camden and supports growth in accessible locations. Policy CS4 (Areas of more limited change) sets out Camden's overall approach to ensure that developments in areas of more limited change respects the character to its surroundings, conserve heritage and important features and provide environmental improvements.

The Council's position with regards to the provision of housing is set out in Policies CS6 (Providing quality homes) and DP2 (Making full use of Camden's capacity for housing) whereby the Council seeks to maximise the supply of additional homes in the borough. Policy DP19 (Managing the impact of parking) sets out that the Council will encourage the removal of surplus parking. It is considered that the principle of demolishing the existing garages and the replacement of these garages with eight mews houses would be considered acceptable.

It is noted that two garages are used by the existing flower stall and whilst the garages are not considered to be formal B8 use, any application should provide some background as to how the garages are currently used and what has been agreed with the occupier as a result of the development proposal.

#### **Design**

The Council's policy position in respect of redevelopment of existing buildings is set out in policies CS14 ('Promoting high quality places and conserving our heritage') and DP24 ('Securing high quality design'). As the property lies just outside the South Hampstead Conservation Area, Policy DP25 ('Conserving Camden's heritage') is relevant.

Canfield Place is a typical mews with narrow plot widths, consistent eaves height, repetition in styles, materials and detailing, narrow street, a contrast in scale to the surrounding streets, a sense of enclosure, a clear sense of the topography in the townscape which gives this street an intimate and distinctive feel that makes a mews special.

The existing garages are of minimal value, aesthetically or in townscape terms, and so their loss is considered acceptable in design terms, providing a suitable replacement building is delivered. The approach to the proposed massing is broadly considered acceptable. It is noted that two of the proposed mews properties have been cut back to two storeys to protect the light to the houses opposite. A site visit indicated that the proposal is unlikely to have an impact to the houses opposite the development as there appears to be no habitable rooms at ground floor level. This should be considered/investigated before an application is submitted as a consistent height across the development would be preferred.

The proposed footprint of the properties appears to pull forwards to the carriageway edge which is considered acceptable as this is consistent feature along Canfield Place and mews in general.

Whilst the principal of creating individual mews houses is considered an acceptable approach and would be broadly welcomed, there is little indication of how the character of the proposals has been informed by the character of Canfield Place (as briefly described above), e.g. the proposals move up and down in height – where the character on Canfield Place is of a regular/uniform height



that reflects the topography of Canfield Place; 5 of the properties are currently 3 storeys with a roof terrace whereas the existing scale of the mews properties on Canfield Place is set by the consistently defined eaves height at 2 storeys plus recessive attic floor, etc. As the proposals will need to be car-free (see below), the loss of proposed ground floor garaging would therefore enable the freeing up of some space and reducing the scale of the proposals and take better account of the character and scale of Canfield Place.

The site is not within a conservation area; however the site is highly visible in views from the conservation area and this should be carefully considered as the proposals develop, in particular the quality and interest the proposals will offer in these views as well as the views descending down Canfield Place to the end.

It is accepted that these proposals are at an early development stage but it goes without saying that, as the proposals develop, they would need to demonstrate high quality design in every aspect, including the quality of internal spaces, external detailing, materials and responding to the sensitive and distinctive mews character of Canfield Place.

To conclude, from a design perspective the general principles of the proposed development are encouraged. The applicant is advised to continue ongoing discussions with officers before an application is submitted.

### **Residential Standards**

We note that the plans submitted indicate the proposed dwellings would meet residential space standards; nonetheless the applicant is advised to take on board the considerations set out below.

#### *Size & Layout*

The proposed plans indicate the mews houses would be of a good size and adequately laid out. The applicant will be required to provide dwellings that satisfy the national requirements for dwelling sizes and room sizes set out in the National Housing Standards.

#### *Amenity Space*

The proposal would need to consider the provision of private amenity space for the residential units. We note that terraces for each of the houses are proposed; this approach is welcome.

#### *Lifetime Homes*

Camden Planning Guidance 1 (Housing) requires all housing developments to comply with Part M(2) of the building regulations.

#### *Refuse and Recycling*

Storage for bicycles should be provided and located at the lowest level of the dwelling, accessed from the hall or lobby area. Adequate space should be designed in for waste and recyclables which are sensitively located. Chapter 10 of CPG 1 (Design) sets out Camden's requirements for waste and recycling storage in detail. These would need to be clearly indicated on any plans submitted as part of the application.

### **Amenity**

Policies CS5 ('Managing the impact of growth and development') and DP26 ('Managing the impact of development on occupiers and neighbours') set out the Council's stance in respect of protecting the amenity of residents and future occupiers.

Supplementary guidance documents CPG1 (Design) and CPG6 (Amenity) provide further advice on the assessment of impact on amenity. The proposal would result in the addition of at least two

storeys and the increased height and scale is likely to impact on the amenity of the neighbouring properties opposite in terms of loss of daylight and sunlight and outlook, given their southfacing position looking over the garages. Given the positioning of the proposed windows, the proposal is unlikely to result in unreasonable overlooking into habitable rooms of neighbouring properties. A daylight and sunlight report would need to be submitted with any application to assess impact on any existing houses opposite.

Policy DP28 (Noise and vibration) sets out that the Council will not grant planning permission for development sensitive to noise (such as new housing) in locations with noise pollution, unless appropriate attenuation measures are provided. The proposed mews houses will back onto the railway tracks and so any application will need to be supported with details of enhanced sound proofing or noise attenuation measure to manage the impact of noise and vibration and protect the amenity of future occupiers. A noise assessment would be required with any future application.

### **Transport/ Highways**

DP17 (Walking, cycling and public transport) seeks to promote sustainable travel options and Policy DP18 (Parking standards and limiting the availability of car parking) expects new developments to be car-free. The site has a PTAL rating of 6b which is considered to be the best accessibility level; the applicant would be required to sign up to a car-free clause within a S106 legal agreement which prevents any on-street car parking. The existing proposal seeks to provide a garage for each of the mews dwellings; this would be resisted by the Council as the site sits within a highly accessible location. The applicant is advised to remove the proposed garages from the plans.

The applicant would be expected to provide at least two cycle parking spaces for each of the dwellings in accordance with table 6.3 of the London Plan. The applicant would be required to submit details of cycle parking with any application.

The proposed building line is to move forward onto the public highway- whilst there is no objection in planning terms to this, it would require a stopping up order which is a separate process to planning. The applicant is advised to discuss this further with the highways team before an application is made. Any application would require a transport statement to be submitted.

Given the constraints of the site located on a narrow mews, the applicant would be required to submit a swept path analysis and a draft Construction Management Plan indicating how the proposed mews houses would be practically built. A statement outlining the ongoing discussions with Network Rail would also be required as part of the application given the proximity of the site to the railway lines.

### **Sustainability**

Camden considers sustainable design and construction as integral and our policy ambitions relating to sustainable design and construction are set out in Policies CS13 (Tackling climate change through promoting higher environmental standards) and DP22 (Promoting sustainability and tackling climate change). A report should be provided demonstrating that the proposed development has been designed to achieve the following standards:

- CO2 reduction of 35% beyond part L of the 2013 Building Regulation
- 20% of the energy reduction should be from renewable sources
- Water efficiency of 110 litres per person per day

### **CIL**

A Camden CIL contribution and a Mayoral CIL contribution would be expected. The rate of the Camden CIL would be £500 per sqm and the Mayoral CIL would be charged at a rate of £50 per sqm. If the applicant is a self-builder, the applicant is required to submit the relevant forms before any construction begins. For further information, please contact the CIL team by sending an email to [cil@camden.gov.uk](mailto:cil@camden.gov.uk)

#### **Planning Obligations**

The following planning obligations would be secured through a Section 106 Legal Agreement

- highways contribution (to make good any damage to the public highway adjacent to the site)
- car free housing
- Construction Management Plan

Please note that the information contained in this letter represents an officer's opinion and is without prejudice to further consideration of this matter by the Development Management section or to the Council's formal decision.

#### **How to submit your application**

Please submit your application electronically via the national planning portal.

When submitting a planning application, the following information will be required:

- Appropriate fee
- Site location plan
- All existing elevations, floor plans, sections and roof plan
- All proposed elevations, floor plans, sections and roof plan
- Design and access statement/lifetime homes statement
- Daylight/sunlight assessment
- Draft construction management plan
- Planning statement
- Noise assessment

#### **After you submit your application**

It would be useful if you could let me know when you have submitted the application along with the planning portal reference number. I will then pick the application up as the case officer.

We are legally required to consult on the application with individuals who may be affected by the proposals. We will notify your neighbours by letter, put up a notice on or near the site and, advertise in a local newspaper. The Council must allow 21 days from the consultation start date for responses to be received.

All consultation responses will be available to view on the Council's website using the planning application search page. It is likely that the application would be heard at development control committee.

If you have any queries about the advice contained in this letter please contact Zenab Haji-Ismail on **020 7974 3270**.

Thank you for using Camden's pre-application advice service.

Yours sincerely,



Zenab Haji-Ismail  
Senior Planning Officer

## APPENDIX 3



Date: 27/10/2016  
 Our Ref: 2016/4433/PRE  
 Contact: Patrick Marfleet  
 Direct Line: 020 7974 1222  
 Email: Patrick.marfleet@camden.gov.uk

Planning Solutions Team  
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 London  
 N1C 4AG

[www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Dear Ms Murphy,

**Re: Garages 1 - 16 Canfield Place, London, NW6 3BT**

Thank you for submitting a follow up pre-planning application enquiry for the above property which was received on 09/08/2015 and the fee of £4800 which was received on 12/08/2016.

**1. Drawings and documents**

2044-00-DR-0100 P04, 2044-00-DR-0101 P04, 2044-00-DR-0102 P04, 2044-00-DR-0103 P03, 2044-00-DR-0401 P04, 2044-00-DR-0601 P04, 2044-00-DR-1104 P03, 2044-00-DR-1103 P03, 2044-00-DR-1102 P03, 2044-00-DR-1101 P04, 2044/SK11, Re-design Report July 2016, Second Pre-Application Advice Statement Aug 2016.

**2. Proposal**

Demolition of 16 single storey garages and redevelopment of the site to provide 8 mews type residential dwellings (C3) comprising 3 x two storey properties and 5 x three storey properties with associated roof terraces.

**3. Site description**

The application relates to a row of sixteen single storey garages located on the south western side of Canfield Place, which is a narrow cul-de-sac accessed via Canfield Gardens. Immediately to the north of the site are the traditional two storey plus attic floor mews properties of Canfield Place (27-11), to the east is a relatively modern mews style office block with mansard type roof extension (that the proposed development would abut) whilst an existing railway line lies to the south.

Although the site is not located within a conservation area it can be seen in short and long range views from the neighbouring South Hampstead conservation area which lies just to the south of the aforementioned railway line.

**4. Relevant planning history**

2016/0861/PRE - Redevelopment of 16 garages to form 8 mews houses.

Pre-application letter issued on 26/04/2016 advising principle of replacing garages with new residential dwellings acceptable subject to detailed design and amenity assessment.

**5. Relevant policies and guidance**

National Planning Policy Framework 2012  
 The London Plan 2016

**LDF Core Strategy**  
 CS5 Managing the impact of growth and development  
 CS6 Providing quality homes

CS14 Promoting high quality places and conserving our heritage

**LDF Development Policies**

DP2 Making full use of Camden's capacity for housing  
 DP5 Homes of different sizes  
 DP16 Parking standards and limiting the availability of car parking  
 DP24 Securing high quality design  
 DP25 Conserving Camden's Heritage  
 DP26 Managing the impact of development on occupiers and neighbours  
 DP28 Noise and vibration

**Camden Planning Guidance**

CPG1 Design (2015)  
 CPG2 Housing (2015)  
 CPG6 Amenity (2011)  
 CPG7 Transport (2011)  
 CPG8 Planning Obligations (2015)

**6. Land use**

Residential Use

Policy CS6 and DP2 seek to maximise the supply of additional homes in the Borough. The terrace of buildings adjacent to the application site and further along Canfield Terrace are characterised by residential mews type dwellings with some commercial uses at ground floor level. Therefore, the principle of replacing the existing garages with eight new residential dwellings is considered acceptable.

Housing Mix

In terms of mix in the size of residential units, Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes, policy DP5 includes a Dwelling Size Priority Table which states that 1 bedroom (or studios) are lower priority, 2 bedroom units are very high priority and 3 bedrooms or more are medium priority. The policy target is that 40% of market units should have 2 bedrooms.

The proposed development would comprise 3 x 2 bed and 5 x 3 bed houses, which would provide a mixture of dwelling sizes with 37.5% of the units being 2-bed. Whilst this figure is slightly below the 40% requirement the shortfall is considered acceptable in this instance given that the remaining units would be good sized 3 bedroom family dwellings and would help contribute towards the creation of mixed and inclusive communities.

**7. Quality of Residential Accommodation**

Standard of living accommodation

The submitted section drawings show the proposed ground floor bedrooms of the three storey properties having small, high level windows which have been necessitated by the existing retaining wall to the rear of the site and there are some concerns over the standard of amenity that would be provided for these rooms. However, the remaining habitable rooms of the properties all have south facing windows that would provide good levels of day light and sunlight for a significant part of the day. Therefore, the proposed high level ground floor bedroom windows are considered acceptable in this instance.

Amenity of proposed units

The proposed dwellings must provide a good level of amenity to prospective occupants in terms of light, aspect, internal space, external space and privacy. Private external amenity space should be provided for each unit, in line with London Plan requirements. All of the

proposed dwellings should achieve an Average Daylight Factor (ADF) above the BRE guidelines.

The submitted plans include a roof terrace area to the rear of each property which is a welcomed feature that would provide a good level of external amenity space for future occupiers of the site. The applicant is advised to discuss the proposed roof terraces with Network Rail prior to the submission of a formal planning application to ensure the development does not impinge on the safe operation of the adjacent railway line.

As the proposal is a new build residential development it would need to meet the Lifetime homes national equivalent standards in the Building Regulations which would be conditioned as part of any planning permission. The development would be required to meet regulation M4 (2) where this can be achieved.

## 8. Design/Heritage

Policies CS14 and DP24 seek to ensure all development is of the highest quality and design and considers the character, setting, context and form of neighbouring buildings whilst Policy DP25 is aimed at preserving and enhancing the boroughs listed buildings and conservation areas. It is noted that the site is not listed nor is it in a conservation area, however, it lies just to the north of the South Hampstead conservation area and a full assessment of the character and distinctiveness of the local area is required.

### Size, Bulk and Massing

During the initial pre-app (2016/0861/PRE) the main design concerns raised related to the provision of a garage to the front of each of the proposed new dwellings and the overall size, scale and massing of the proposed development and how it failed to adequately reflect the character and form of the existing properties along Canfield Place.

The revised plans submitted as part of the current application show the complete removal of the proposed garages, which is welcomed; along with significant amendments to the design of the proposed new dwellings. Whilst the latest drawings are considered to better reflect the character of Canfield Place concerns were raised at the follow up meeting for the current application over the scale of the proposal and the over dominant impact this would have on the character and appearance of the street.

However, it is considered that the revised plans do go some way to appreciate the scale and composition of the wider Canfield Place. The proposed new units include a faceted roof design at third floor level which angles away from the front elevation of the building towards the railway line. This feature helps to reduce the dominance of the new development within the street whilst responding to, but not copying, the appearance of the mews properties directly opposite, which would help to create an interesting new streetscape along Canfield Place. Further detail would be required with the submission of any subsequent application to include long and short views from up and down the street and from the neighbouring conservation area to the south, across the railway tracks. It appears that the barrier/screen between the railway and the roof terrace would project above the roof line and it should be clarified how this will feature in views from Canfield Place or if it would be visible at all. A physical scale model or computer generated image would also be very useful in assessing the design impact of the scheme and in demonstrating how the immediate context has been responded to.

### Detailing/Character/Fenestration

It is clear from the plans submitted that there is a preference to direct living spaces to the south of the site as this is the part of the building that will enjoy good levels of daylight and sunlight. Orienting the new dwellings in this way will also help to reduce the levels of overlooking into the existing mews properties directly opposite, with bathrooms and staircases occupying the side of the development fronting Canfield Place. Consequently, the proposed layout of the site offers very little interaction between the new development and Canfield Place with the new dwellings giving the sense of turning their back on the street and providing limited opportunity for a positive relationship to be created. One of the key characteristics of



mews properties is a strong commercial aesthetic at ground floor level which often read as large punched openings in the principal elevation. Whilst the actual commercial activity/need for garage doors has largely been removed from these properties, the large openings remain a key feature. In order to create a more active frontage it is advised that the applicant re-assesses the layout and fenestration of the development and explore how the aforementioned ground floor characteristic could be incorporated within the proposal.

In the absence of more detailed drawings it is difficult to fully assess how the rear elevation is intended to appear, particularly which areas would be glazed and which would be covered in cladding. At present, the rear of the proposed development appears as an uninspiring block, devoid of any design with limited architectural merit and significant concerns remain over its relationship with the neighbouring buildings and the nearby conservation area. The applicant is therefore advised to explore the possibility of carrying the faceted form proposed at the front of the development through to the rear of the site. This would help to reduce the scale of the rear elevation whilst acknowledging the pitched roof forms of the immediate and wider area, something that is particularly important given the high visibility this part of the site would have from the adjoining railway line and conservation area.

For the scheme to be successful it is important that the finishing materials and approach to detailing used for this development embrace the distinctive character of Canfield Place by acknowledging the strong masonry led palette of the existing mews properties and industrial heritage of the adjoining railway line. The proposed use of brass panels as a cladding material could be successful in helping to achieve this contextual appearance whilst offering a contemporary aesthetic to this part of Canfield Place and accentuating the fold in the form of the roof. However, at this stage it is difficult to understand whether brass cladding would be used as the sole finishing material for the properties (aside from glazing) and if this is the case there would be concerns regarding the impact this level of application would have on the appearance of the street and wider area.

Whilst the supporting information submitted points to brass being an adaptable material, it remains to be seen whether its application within an intimate context such as this would be successful. The applicant is therefore advised to explore and justify the use of this material further and how its application could be implemented within the proposal whilst responding to the materiality and rich detailing of Canfield Place.

## 9. Residential Amenity

Policy DP26 states that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity in terms of visual privacy and overlooking; overshadowing and outlook; and daylight and sunlight levels.

Paragraph 7.4 of CPG6 *Amenity* states that to protect privacy there should be a minimum distance of 18m between the windows of habitable rooms of different units that directly face each other.

As mentioned in the previous pre-application letter, the increased height and scale created by the proposal is likely to have an impact on the amenity of the neighbouring properties facing the site in terms of loss of daylight, sunlight and outlook, particularly given their south facing position. Therefore, a thorough and robust daylight/sunlight report, demonstrating the impact the proposed development would have on the residential amenity of neighbouring properties, would need to be submitted with any subsequent application.

Given that the majority of habitable room windows would be positioned on the southern elevation of the new dwellings the development is considered not to lead to unacceptable levels of overlooking into the habitable rooms of neighbouring properties.

## 10. Transport and Highways

### Construction

The main highway issue in this case is the potential impact of construction / delivery vehicles associated with the excavation and development of the site on the local highway network. A

draft Construction Management Plan (CMP) would need to accompany any subsequent application setting out how various construction matters would be dealt with, for example: Deliveries, how material will be stored and construction waste removed from site. This is particularly important considering the type of development being proposed; it is likely that the applicant would also be required to enter into a S106 Legal Agreement in order to ensure the measures set out in this plan are adhered to. Please see Camden Planning Guidance 7 for details of the particular elements required to be included in a draft CMP. I have attached a proforma to this document for your information.

#### Cycle Parking

Camden's Transport Strategy, CS11 (Promoting Sustainable and Efficient Travel), DP17 (Walking, Cycling and Public Transport), and CPG7 (Transport) promote cycling as one of the preferred means of transport in the borough. The revised London Plan (2016) requires buildings in C3 use to provide 1 space per studio and 1 bedroom unit and 2 spaces per all other dwellings

Given the above, the proposal in its current form would need to provide 16 cycle parking spaces for the new residential units (2 for each unit). It is noted that the submitted drawings do not include any details of cycle parking, this is something that will need to be considered prior to the submission and included within any subsequent application.

#### Car Free

Core Strategy Policy CS7 (Promoting sustainable and efficient travel and policies), Development Policies DP18 (Parking standards and limiting the availability of parking) and DP19 (Managing the impact of parking of the Camden Development Policies) and Camden Planning Guidance (CPG) 7 - Transport are relevant in the consideration of car parking.

DP18 states that, 'the Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport' (emphasis added). CPG7 states that 'highly accessible areas' are those that exceed a PTAL of 4.

The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent) and the proposal will be expected to be a car-free development as a result. Specifically, no regular private car parking will be considered acceptable on site and residents will not be considered eligible for access to surrounding on-street car parking. These restrictions will be formally secured through a s106 legal agreement.

#### **11. Other**

##### Affordable housing

Policy CS6 and DP3 expects all developments with a capacity to provide 10 units or more (or 1000sqm Gross Internal Area or more) to make a contribution to affordable housing.

The proposed number of units and additional residential floor space provided currently fall below the threshold for on-site affordable housing provision. However, in the event that following development, the proposed dwellings are subdivided to create additional residential units at the site the applicant will be required to make the necessary affordable housing contributions. This obligation will be secured via a clause in any subsequent s106 agreement.

##### CIL

Please note that the net additional floor space proposed may be liable to the Mayor's Community Infrastructure Levy (CIL). The contribution for developments within in Camden is set at £50 per square metre.

The Camden CIL came into effect in March 2015, further advice on this can be found by following the link below.

<http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/cil-examination/cil-examination.en>

#### Obligations

The proposal will likely be subject to the following planning obligations.

- Construction Management Plan
- Construction Management Plan monitoring fee
- Car-free Agreement
- Renewable Energy Plan

#### Documents

In addition to the other standard requirements, the following documentation should be submitted with the application.

- Planning Statement
- Draft Construction Management Plan - pro forma
- BREEAM Pre-Assessment
- Energy Statement
- Daylight and Sunlight Assessment
- Design and Access Statement
- Waste Storage and Collection Plan
- Noise Report

#### Consultation

Whilst it is accepted that the development falls outside the boundary of the Neighbourhood Area for the Fortune Green and West Hampstead Neighbourhood forum, the boundary does run particularly close to this site. Therefore, you are advised to contact the Neighbourhood Forum prior to the submission of a formal planning application.

You are also recommended to contact the immediate neighbours prior to any formal submission.

## **12. Conclusion**

The loss of the existing garages at the site is considered acceptable and the provision of new residential dwellings welcomed.

The size, scale, bulk and design of the proposal is a noticeable improvement on the scheme submitted as part of the previous application (2016/0861/PRE). However, a significant amount of work still needs to be done on the detailed design of the development with particular focus on creating a more active and engaging front façade and a contextual and well-designed rear elevation. Further investigation and analysis of the proposed finishing materials is also required.

The proposal will have an impact on the residential amenity of the existing mews properties facing the site in terms of loss of light and outlook. The applicant will need to demonstrate the level of this impact and the measures have been taken to mitigate these issues.

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.



If you have any queries about the above letter or the attached document please do not hesitate to contact Patrick Marfleet on 020 7974 1222.

Thank you for using Camden's pre-application advice service.

Yours sincerely,

Patrick Marfleet

Planning Officer  
Planning Solutions Team

## APPENDIX 4



NICHOLAS TAYLOR + ASSOCIATES  
TOWN PLANNING CONSULTANTS

31 Windmill Street, London W1T 2JN  
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W. [www.ntaplanning.co.uk](http://www.ntaplanning.co.uk)

The Owner/Occupier  
1. Canfield Place  
London  
NW6 3BT

10 March 2017

Our Reference: 611

Dear Resident,

#### PROPOSED REDEVELOPMENT OF 16 GARAGES AT CANFIELD PLACE

We act for the owners of the 16 single storey garages located on the south side of Canfield Place.

The majority of the garages are currently vacant. They are in a poor state of repair. The owners want to demolish the 16 garages and replace them with 8 new private residential homes.

We have strived to design the additional units to respect the existing houses in Canfield Place. Therefore, the levels of daylight and sunlight received by the existing residents and the outlook that would be enjoyed by them after the new homes are completed formed an important element of the initial design stages. We have prepared a draft scheme which has been discussed with Camden Council. The initial response has been very positive.

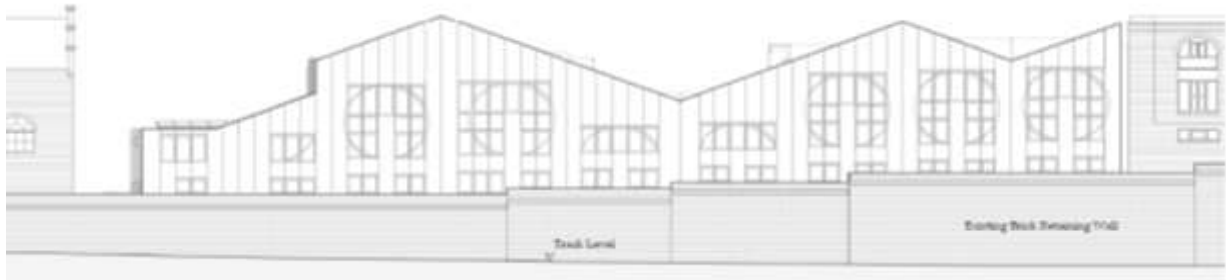
Before submitting a formal planning application to Camden Council later this year, we want to show local residents what we are proposing for the site and to gain local views on the scheme.

Below is an image, taken from Canfield Place, which depicts the proposed scheme. The 8 houses range between two and three storeys in height. They are designed to respond to the existing mews houses. Large central windows are proposed at first floor level. These relate to non-habitable rooms and circulation spaces within the proposed houses so as not to cause overlooking of neighbour's amenity. The height of the houses gradually increase towards the railway line.



Below is an image which depicts the proposed scheme from the railway line. The site is flanked on either side by large historic industrial buildings; the tube works to the west and a former warehouse to the east.

Therefore, a strong industrial aesthetic was designed for this elevation of the scheme. Camden Council has requested an interesting roof line from this viewpoint as it will be seen from the South Hampsted Conservation Area.



Below are a number of existing and proposed images which outline the development.



Existing view (L) and Proposed view (R) of the new homes as viewed from Canfield Place looking towards the industrial building at the end of the mews.



Existing view (L) and Proposed view (R) of the new homes as viewed from the railway line. The existing garages are outlined in red.

I therefore invite you to forward me your thoughts, comments and concerns regarding the scheme to [mm@ntaplanning.co.uk](mailto:mm@ntaplanning.co.uk). Alternatively, please feel free to telephone me at 020 7636 3961 where I am on hand to talk you through the proposals and answer any questions. If you would like me to come and explain the scheme on site I am happy to do so. It would be extremely helpful if you could forward any comments by 27<sup>th</sup> March 2017.

Yours sincerely,

**MUIREANN MURPHY**

PLANNER NICHOLAS TAYLOR + ASSOCIATES