

**Prior approval application
for change of use from B1(c)
Light industrial to C3
Residential dwelling-house**

**No 1A Glastonbury Street
London
NW6 1QJ**

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1. Introduction

- i) This statement forms part of the submission for the conversion of an existing industrial unit at No1a Glastonbury Street to provide accommodation under the new Town and Country Planning (General Permitted Development)(Amendment) (England) Order 2016 Class PA:

'Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(c) (light industrial) of the Schedule to the Use Classes Order to a use falling within Class C3 (dwelling-houses) of that Schedule.'

2. Location and site context

- i) The property is located at the corner of Glastonbury Street and Ravenshaw Street. It is bounded by the adjoining terrace of no1 Glastonbury Street to the east and Nos 34,36,38 &40 Ravenshaw Street to the rear on the south side.
- ii) To the north is Beckford primary School
- iii) The surrounding area is dominated by a two -three storey Victorian terrace dwelling houses, and is exclusively residential in nature.
- iv) Glastonbury street is a designated 'play street' due to the adjacency with the primary school

3. The Existing Property

- i) No property is not a listed building and does not abut or sit within a conservation area.
- ii) The property is a single storey brick industrial unit with approximately 50m² GIA B1 (c) light industrial space.
- iii) The roof consists of two mono pitched elements clad with corrugated steel.
- iv) The floor to ceiling heights within the unit range from 3m down to 2.4m
- v) The existing access is through two wide sliding garage doors from Glastonbury Street.
- vi) At the time of acquisition, the property is in a state of disrepair with notable structural defects that will be addressed as a result

of a refurbishment following the prior approval for permitted development:

- a) A replacement roof is needed with appropriate surface water run off drainage.
- b) Structural reinforcement and bracing are needed along the tall 9 inch brick walls along the southern boundary.
- c) Warping external walls to the north.
- d) Damaged masonry from water ingress at rear wall.
- e) Parapets on north boundary wall to Glastonbury Street are in poor repair allowing water / moisture to ingress.

4. Proposed change of use – Prior approval

On the 6th April 2016, Part 3 of the Town and Country planning (General Permitted Development) (England) Order was amended to include Class PA which permits the change of use of building from Class B1(C) to Class C3 (Residential Use) subject to the restriction in Section PA.1 and conditions listed in Section PA.2. The conditions require that before beginning development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the local authority will be required to:

- Transport and highways impacts from the developments
 - Contamination risks in relation to the building
 - Flooding risks in relation to the building
 - Where the authority considers the building to which the development relates is within an area that is important for providing industrial services or storage or distribution services or a mix of those services (which includes, where the development relates to part of a building, services provided from any other part of the building, whether the introduction of , or increase in, a residential use of premises in the area would have an adverse impact on the sustainability of the provision of those services.
- It is proposed to change the use of the site to a self-contained two person – one bed residential unit under class PA of the GPDO. The

following sections demonstrate how the proposals accord with the relevant restrictions and condition, and importantly demonstrates that the proposals will not lead to any adverse impacts or risks.

- The proposed scheme comprises the conversion of the single storey unit from a single industrial unit to a self-contained dwelling house.

5. Planning History

2016/2896/P – Appeal Refused

Redevelopment of the site to provide a 3 storey 2 bedroom dwellinghouse with basement (following the demolition of commercial garage premises) with associated cycle storage and amenity space.

2014/7654/P - Refused

Change of use and redevelopment of site, including works of excavation, to provide a 3 storey with basement (1 x 3 bed) dwelling house (following the demolition of commercial garage premises).

6. Compliance with restrictions

i) Existing Use

The property has been in use as a workshop continuously for over 10 years before the 19th March 2014 - An image taken from google street view attached with this application confirms that in January 2012, the unit was in use a light industrial workshop (Use class B1 (c)) for a mechanic

ii) Transport

No adverse impacts are proposed in terms of the effect of the development on local traffic and access. - See Item 10 – Transport Statement

iii) Flood Risk

Section 2 of the attached 'Landmark Site Check Assess', confirms they did not identify "an elevated flood risk at [the] property. A full flood risk report is not considered necessary"

- iv) Effect on neighbouring business uses
The property is the only commercial unit within a predominantly residential area and there for no adverse impact is anticipated
- v) Contamination
Section 1 of the attached 'Landmark Site Check Assess', confirms that "no significant contamination linkage has been identified and any liabilities from contaminated land are unlikely. No further action is required."
- vi) Article 4 directives
There are no Article 4 directions removing permitted development rights from the proposed site.

7. Layout

- i) The external building fabric is to be retained, onto Glastonbury street as well as the original 9inch brick wall to the south, forming a party wall with the neighbouring properties on Ravenshaw Street.
- ii) The proposed internal layout is to be compliant with the London Plan dwelling space standards for a one bed, two person dwelling house.

8. Scale

8.1 There is no proposal to change the external appearance of the building as part of this permitted development application.

8.2 Should permission for prior approval be granted, the applicant will seek planning permission for external alterations in order to address the current state of disrepair at the property in the following ways:

- i. The roof is to be replaced with a flat roof complete with repaired parapet walls to form an adequate surface water drainage detail.

- ii. The replacement roof will be divided into two elements as described on the proposed roof plan, a flat roof structure at the west at similar height to the existing, and a lower pitched roof structure at the eastern portion down to the south boundary, similar to that of the existing pitched roof.

9. Amenity

- i) The proposal allows for the creation of an enclosed private courtyard at the north east corner of the plot, by removing the existing area of corrugated roof.
- ii) The new courtyard will not be visible from the highway, and does not constitute a change in the overall external appearance of the property.
- iii) The courtyard will provide a total of 9m² external space that will be used for bin storage and cycle storage.

10. Transport Statement

Existing site information

10.1 Site and surroundings

- i) Glastonbury Street is a predominantly residential street within a small enclave of quiet streets defined by a hard boundary against the West Hampstead interchange railway cutting to the south west, Mill Lane to the north connecting to West Hampstead town centre to the east.
- ii) To the west of the site is Kilburn High Street Town Centre.
- iii) Glastonbury street is a designated resident “controlled parking zone”

10.2 Site uses

- i) The site is currently vacant, however is considered to be light industrial B1 (c), and has been used a workshop for over twenty years.
- ii) The workshop carried out repairs on motor vehicles. The unit allowed for one car to be parked within the unit, and photos suggest that up to two cars were also parked at a time on the yellow line in front of the property.
- iii) The surrounding streets are exclusively residential in use with exception to Beckford Primary school and West Hampstead Community Centre Immediately to the north of the site.
- iv) Further to the north is Mill Lane, that includes many retail uses.
- v) Further to the east is West End Lane, which is a high street and town centre with a great concentration of retail, and commercial uses.

10.3 Physical infrastructure

- i) Mill Lane Buses
1 minute walk to Mill Lane bust stops (Stop CU & CP) for bus service C11 between Brent Cross and Archway
- ii) West Hampstead Thameslink
8 minute walk along the 'Black Path' along the railway embankment. Thameslink Services include TL1 Bedford and Brighton, TL2 Luton, Wimbledon and Sutton, TL3 St. Albans, Mitcham and Sutton, TL4 Kent
- iii) West Hampstead Overground Station
8 minute walk from site, services between Richmond and Stratford
- iv) West Hampstead Underground Station
11 minute walk from site via the 'Black path' route along the railway embankment. Jubilee service between Stanmore and Stratford.

- v) Killburn Station, a 13 minute walk from site, Jubilee line services between Stanmore and Stratford.

10.4 Access

- i) Road connections to the site are via Mill Lane to the north
- ii) Pedestrian access to the site is via the streets meeting Mill Lane, alternatively from the 'Black path' pedestrian route along the railway embankment to the south.
- iii) There are no discernible access constraints to the site.
- iv) Glastonbury Street is a designated play street defined as:

an event where a road is closed off to traffic for a few hours on a regular basis so that children can have a safe space to play freely. Play Streets are organised, managed and run by local communities themselves, with the Council offering advice and organising the closure of the road to traffic.

Play Streets:

- *give children more opportunities to play in a safe space close to their homes.*
- *provide a chance for residents to come together and for everyone to get to know their neighbours.*
- *help children to be physically active and healthier, learn about their street and neighbourhood and have fun together.*

10.5 Local Development Plans

- i) The nearby West Hampstead interchange has been identified within the London Plan: ANNEX ONE: OPPORTUNITY AND INTENSIFICATION AREAS

“West Hampstead Interchange

Area (Ha): 18
Indicative employment capacity: 100
Minimum new homes: 800
IAPF progress: 4

A significant inner London transport interchange with potential to improve connections between rail, underground and bus and to secure an uplift in development capacity through intensification.”

Baseline Transport Data

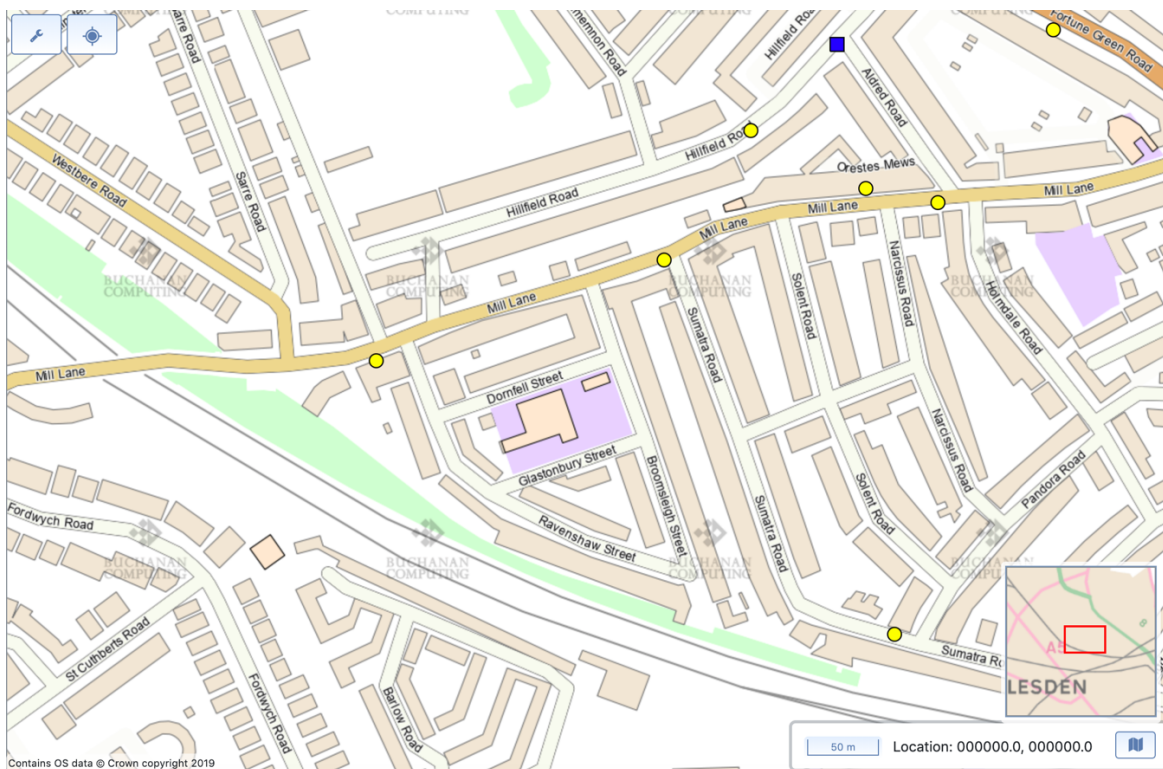


Figure 1 TFL PTAL MAP

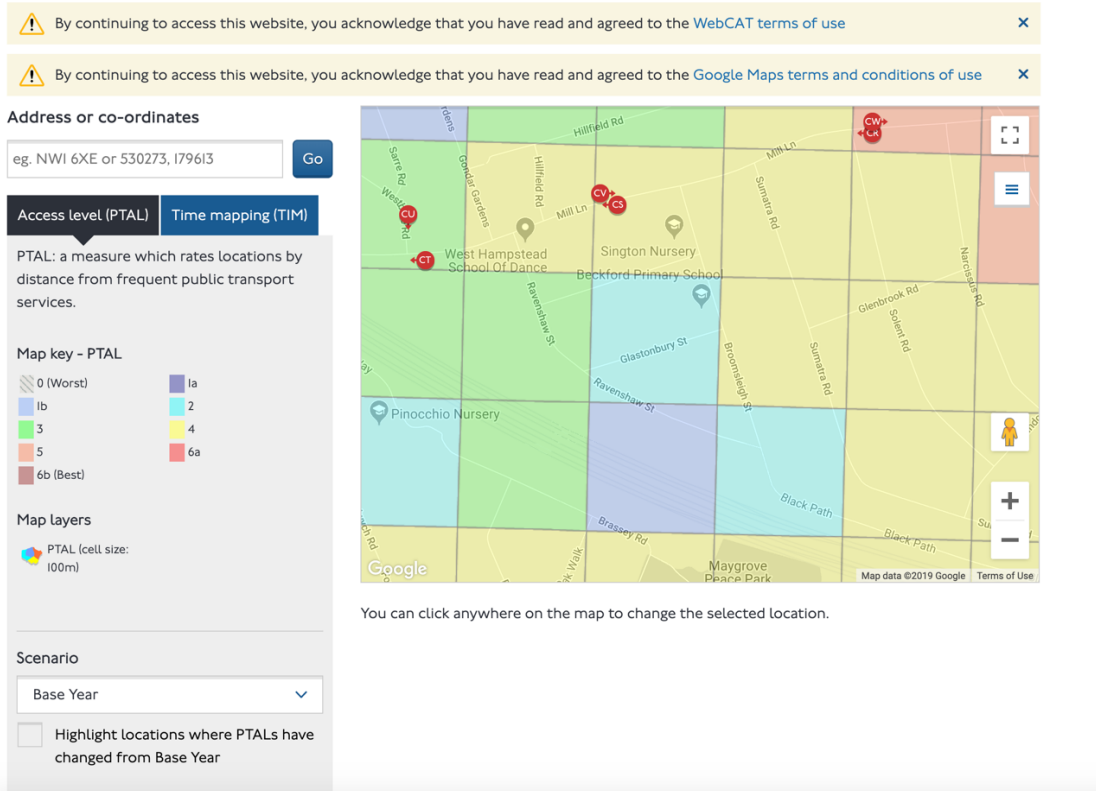


Figure 2 INCIDENTS AND INJURIES MAP – YELLOW MARKERS INDICATE ANY RECORDED INCIDENTS SINCE 2005

10.6 TFL Access to Transport Level

Glastonbury Street sits within the TFL PTAL Level 2(See figure 2), however is bounded immediately east and west by areas defined as PTAL levels 3 and 4. (TFL levels range from 0 (very low access to public transport) to 6 (very high access to public transport))

10.7 Injury Access Records

The injury accident records show a very low incident rate along Mill Lane to the north, with three incidents over the past 15 years.

Proposed Development

10.8 Effect of proposed change of use.

- i) As noted earlier, the proposed change is to C3 Residential from B1(c) Light Industrial
- ii) It is considered that this change of use will have a positive affect (if any) on the nature of access and transport in the immediate area.
- iii) It is also considered that the change of use will be positive in terms of the reduced levels of visitors and servicing.
- iv) The change will also be advantageous for the programme of events associated with the 'Play Street'

10.9 Proposed pedestrian and vehicular access points

- i) Attached plans show the proposed scheme, confirming that no change is proposed to the broader access arrangements to the site
- ii) The main access into the unit will continue to be via the east sliding door onto Glastonbury Street.

10.10 Effect of proposed scale of development

- i) One residential two-person unit is proposed
- ii) The effect of the proposal will bring about potentially 4 trips per day on average accounting for residents leaving and returning from work, with the use of a mixture the local transport networks within walking distance as highlighted earlier in this document.
- iii) The unit will allow sufficient space for the storage of two cycles in a covered area – within the courtyard. Thereby improving site accessibility via sustainable modes of travel

10.11 Parking

- i) As a result of the change to the access arrangements into the unit, no vehicular access into the unit will be required. It is therefore understood that the single yellow line in front of the unit may be removed as a consequence of this development. Furthermore, it is understood that two car parking spaces could be created to contribute to the local controlled parking zone.

- ii) The applicants seek to live in the property, using bicycles as the main form of transport
- iii) It is appreciated that the unit will be a single storey ground floor unit, thus allowing great accessibility for a range of users in the future. The ability to park directly in front of the residential unit will improve the over all inclusivity of the scheme.

10.12 Impacts of construction

- i) The project will be a refurbishment project, involving the replacement of the existing roof and therefore will not likely have any negative affect on the immediate area in terms of transport.

11 Summary

In summary, it is considered that the proposed change of use as set out in this application, complies with current permitted development legislation in terms of the exiting use criteria, contamination risk, flood risk and its effect on transport.

Furthermore, a permitted change in use will enable the applicants to bring the property out of disrepair and into residential, use in line with the city and borough's ambitions for housing 'intensification' around the West Hampstead Interchange.

We seek to engage positively and proactively with the local authority and look forward to hearing from the planning officer.