

CJB/KB/DP4822

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Dear Sir/Madam,

FROGNAL COURT, MIDLAND COURT AND WARWICK HOUSE, FINCHLEY ROAD, LONDON NW3 5HG

APPLICATION FOR FULL PLANNING PERMISSION UNDER THE TOWN AND COUNTRY PLANNING ACT (AS AMENDED) 1990

On behalf of our client, F&M (Investment Holdings) Ltd, please find enclosed an application for Full Planning Permission for the Site known as Frogmal Court, Midland Court and Warwick House in the London Borough of Camden (LBC) for the following:

“Single storey mansard roof extension to create 8 x self-contained residential units and external staircase access to the rear.”

The purpose of this application is to deliver additional residential accommodation at this location. Overall, it is considered that the proposed development will contribute towards meeting the Council’s housing needs in the borough in a sustainable location. As part of this submission, the following information provides an overview of the Site and an assessment of the proposals against the Development Plan.

The following documents have been prepared and submitted as part of this application:

- Application Forms and Ownership Certificates, prepared by DP9;
- CIL Additional Question Form, prepared by DP9;
- Site Location Plan, prepared by Flower Michelin Architects;
- Existing, Demolition and Proposed Plan, prepared by Flower Michelin Architects;
- Existing, Demolition and Proposed Elevations, prepared by Flower Michelin Architects;
- Design and Access Statement, prepared by Flower Michelin Architects;



- Air Quality Assessment, prepared by Aether;
- Energy and Sustainability Statement, prepared by Mecserve;
- Daylight and Sunlight Report, prepared by Brooks Development; and
- Draft Construction Management Plan, prepared by Motion.

The Application fee has been calculated at £3,696.00 which has been paid alongside the submission of the above application via the Planning Portal.

The Site

The Site comprises of three adjoining residential blocks known as Frogmal Court, Midland Court and Warwick House located on the east side Finchley Road opposite the junction with Blackburn Road. The buildings comprise of ground floor commercial units together with residential units above. The buildings range in height, with Frogmal Court and Warwick House consisting of four storeys and Midland Court three storeys respectively. The Site is located within Finchley Road/Swiss Cottage Town Centre with the ground floor designated as a secondary frontage. It is not listed and does not fall within the Fitzjohns/Netherall Conservation Area which is located to the rear of the Site.

The Site benefits from a PTAL Rating of 6a (Excellent) and is located approximately XXm from Finchley Road Underground Station and Finchley Road and Frogmal Overground Station, as well as a range of bus services.

The wider site ownership comprises of two additional residential blocks to the west of the application site, a car park and an open space designated as a Site of Importance for Nature Conservation (SINC). The site is bound to the south by the 7 storey Holiday Inn hotel to the south as well as residential accommodation and retail units to the north.

Planning History

The Site has a well-documented planning history. Of note, a planning application for the erection of a single storey extension to deliver 8 x self-contained residential units (Ref: 2016/5923/P) was submitted in December 2016 which was subsequently withdrawn in September 2017 ahead of the determination of the application.

The proposals had been subject to a number of pre-application meetings with officers as well as a site visit to inform the scheme. The feedback from these meetings has been taken into consideration as part of this application where appropriate. It should be noted that the previous application was recommended for approval by officers prior to its withdrawal.



The Proposals

The proposals comprise of a single-storey rooftop mansard extension to deliver 8 residential units providing a mix of affordable and market accommodation. A breakdown of the unit mix is provided in Table 1 below:

Residential Unit	No.
3 Bed 4 Person	1
2 bed 4 Person	3
2 Bed 3 Person	4

Table 1: Residential Unit Mix

The units have been designed in accordance with the space standards set out in the London Plan (2016) and is considered to provide a good standard of accommodation. As part of the proposals, photovoltaic panels are proposed at roof level to improve sustainability measures within the building, as well as 16 additional cycle parking spaces in accordance with adopted standards and an enlarge disabled car parking bay at the rear.

Planning Policy Assessment

Principle of Development

Policy H1 of the adopted Camden Local Plan (2017) states that the Council will seek to maximise the supply of housing (particularly through self-contained accommodation) to exceed its target of 16,800 additional homes by 2030/31. As set out in supporting Paragraph 3.33, the Council considers flatted developments are appropriate to areas benefitting from good transport accessibility levels. As set out in this letter, the Site is well-placed to deliver new residential accommodation, benefitting from a good transport accessibility level of PTAL 6a alongside easy access to a range of local amenities in the Finchley Road and Swiss Cottage Town Centre. On this basis, it is considered that the principle of delivering 8 x self-contained residential units is acceptable at this location in accordance with Policy H1.

Residential Mix and Standard of Accommodation

Policy H7 sets out that the Council will aim to secure a range of homes which contribute toward meeting the borough's Dwelling Size Priority Table. The Council outlines that a flexible approach will be applied.

As set out in Table 1 of this letter, the proposed development will provide a range of residential units. For the purpose of assessing the scheme against the Dwelling Size Priority Table, the proposed development comprises of one x 3 bedroom unit and seven x 2 bedroom units. The mix of the proposed residential accommodation meets with the Council's priorities for dwelling sizes.



Affordable Housing

Policy H4 states that the Council will expect an affordable housing contribution on all sites providing one or more additional residential units. Part D of Policy H4 states that a sliding scale of 2% affordable housing will be applied for each additional residential unit in developments comprising of fewer than 25 additional homes. Part A states that a guideline mix of 60% social-affordable rented housing to 40% intermediate housing should be applied on new developments.

For the purposes of this application, a total of 16% affordable housing should be delivered, equivalent to 1.2 units. The applicant proposes to provide this on-site as part of the proposed development. Given the guideline split set out within Policy H4 (Part A), the unit is proposed to be as an affordable-rented level.

Residential Amenity

Policy A1 sets out the Council's list of criteria for the purposes of protecting the quality of life for occupiers and neighbours. As part of this submission, a Daylight and Sunlight Report has been prepared by GIA which confirms that the proposed development and neighbouring residential units are fully BRE Compliant. In addition, the overall proximity to the rear residential blocks is considered to be of a sufficient distance to avoid any potential for overlooking between residential units. On this basis, it is considered that the proposals will not lead to unacceptable impacts on future occupiers or neighbouring residents.

In addition, a draft Construction Management Plan is also enclosed as part of this submission. The document provides an overview of the proposed construction methodology and overview of the measures which will be put in place to minimise any impacts on neighbouring residents during construction.

Design

Policy D1 provides a detailed breakdown of the Council's expectations for high-quality design in the borough. Externally, the proposed development consists of a mansard-style roof extension, which is considered to be sympathetic to the host building and compliment its mid-century architecture.

As part of this submission, the proposals will improve the existing roofscape through de-cluttering the existing roof plant and improve the visual termination of the building on the junction with Blackburn Road. A copy of the visuals prepared by Flower Michelin Architects are included as part of this submission, which illustrates the proposed development from various points including from within the neighbouring Fitzjohn /Netherall Conservation Area. As set out in the accompanying Design and Access Statement, the proposals consisting zinc cladding and the fenestration of the rooftop extension has been designed to mirror the size and rhythm of the



host building. Overall, it is considered that the proposed development represents a high-quality proposals which provides an attractive addition to the building and more widely enhances the townscape views along the Finchley Road.

As previously set out in this letter, internally, the residential units have been designed to provide a good standard of accommodation in accordance with the London Plan Space Standards. Specific consideration has also been given to Camden's 'Access for All' SPG (March 2019) which set out that lifting devices should be provided alongside suitable stairs to all storeys. Access to the new units will be created by extending the existing internal and external stair cores. Given the constrained footprint of the building and existing internal arrangement, an alternative means of access, such as a lift, is unable to be accommodated as part of the current proposals.

Parking Provision

The proposed development has been designed to be car-free and utilises an existing parking bay to the rear to provide a blue badge bay in accordance with Policy T2. 16 cycle parking spaces will be provided to the rear of the site which provide 2 x cycle space per unit in accordance with Table 6.3 of the London Plan. The location of the overall parking provision is included in the accompanying Design and Access Statement. A dedicated bin store for waste and recyclables is located to rear adjacent to the existing car park.

Sustainability and Air Quality

Policy CC1 encourages developments to incorporate the highest feasible environmental standards which are financially viable during the course of construction and occupation. As set out in the accompanying Sustainability Statement prepared by Mecserve, the proposals exceed the carbon savings over Part L of the Building Regulations and Camden's target for CO2 Reduction (19%), achieving an overall reduction of 23.2%. In addition, the Site is located in a highly sustainable location and is considered to be in accordance with Part C of Policy CC1 which encourages development in areas where the need to travel by car is minimised.

Policy CC4 states that Air Quality Assessments will be required where development is likely to expose residents to high levels of air pollution. As part of this submission, an Air Quality Assessment has been prepared by Aether which confirms that no air quality mitigation is required as part of the proposed development on the basis that the air quality objectives can be met.

Conclusion

Overall, it is considered on balance that the proposed development positively accords with LBC's development plan and the aspirations to deliver new self-contained residential accommodation in the borough. The proposed roof extension is subordinate in scale and appropriate in design. The materials proposed are of a good quality and complement the existing buildings and surrounding area. The proposal will not adversely affect neighbouring amenity. For these reasons, we consider it complies with planning policy.



We trust that you have sufficient information to validated and determine this application accordingly. Should you have any questions or would like to discuss further, please do not hesitate to get in touch with either Chris Beard or Katharine Bramson at this office.

Yours sincerely,

DP9 Ltd.

DP9 Ltd
(Enc.)