

16 May 2021
Our ref: 17.5048

24 Southwark Bridge Road
London
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Planning (Development Management)
Camden Council

Sent via Planning Portal

Dear Development Management,

Re: 15 Lyndhurst Gardens, NW3 5NT
Planning Application for Alterations to Garages and Installation of Gates

This letter supports an application for planning permission at 15 Lyndhurst Gardens, for:

“Alterations to garages and installation of new gates to front”

The application is accompanied by a Design & Access Statement incorporating Site Location Plan and existing and proposed drawings by VOP Group.

Background

15 Lyndhurst Gardens (the Site) is a three-storey plus lower ground floor former house divided into 9no. residential flats (Class C3). It is located on the west side of Lyndhurst Gardens which slopes upwards to the north.

The Site is within a predominantly residential area although with some small-scale non-residential uses scattered in the area. It has a PTAL of 3 with ready access to Belsize Park Underground station and bus routes on Haverstock Hill.

The Site is within the Fitzjohns and Netherhall Conservation Area in which it is Sun-Area Two (Rosslyn). The main building is identified as being larger than most of its neighbours, being built on a larger plot, and makes a positive contribution to the conservation area.

There is also a C20 infill building on the Site to the north of the main building, in use as self-contained flats (Class C3). None of the buildings on site or in the immediate context are listed.

The 3no. garages subject of the application are situated at grade to the south of the main former house. Historic maps indicate they were built between 1961 and 1966. The garages are of a utilitarian construction and in disrepair, and along with the loss of the original boundary wall are identified in the CA Statement as making a negative contribution due to their “unsympathetic design”.

The garages are no longer in use for parking cars due to modern cars being too large for the garages. Instead they are used for domestic storage ancillary to the use of the flats within the main building. There remains space in front of the garages on which cars can be and sometimes are parked.

Further detail can be found in the accompanying D&A Statement by VOP Group.



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Proposals

The proposals for which permission are sought are:

1. The alteration and improvement of the garages to enable their use as studio/study/office space ancillary to the main use of the flats (Class C3). No change of use is therefore proposed. The alterations will facilitate better working from home for occupants of the cramped flats.
2. Installation of 2no. sets of new gates. One set (Gate A as indicated in the D&A Statement) would be internal to the site and lower than 2m and would therefore not require permission but is included in the application for completeness. The other set (Gate B) would be installed in the current gap between existing pedestrian gate piers to the front of the site.

Full details of the proposals can be found in the accompanying Design and Access Statement and drawings by VOP Group.

Assessment

Planning permission should be granted for the proposed development because:

1. It would bring the under-utilised garages back into a meaningful use thereby optimising the potential of land for housing uses in accordance with adopted 2017 Local Plan Policy H1 (Maximising Housing Supply) and Good Growth Objective 2 (Making the best use of land) of the London Plan (2021) which states that those involved in planning and development should “*C proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling*”.
2. The development would facilitate better conditions for working from home for the occupants which would enhance their health and wellbeing in accordance with Policy C1 of the Local Plan.
3. As no change of use would occur there is no conflict with any land use policies in the plan; although in any event if a change of use were sought in this case it would be in accordance with Local Plan Policy E2 Employment Premises and Sites which states “The Council will encourage the provision of employment premises and sites in the borough”.
4. The alterations and improvements to the garages and the new gates would comply with Local Plan Policy D1 (Design). The proposals would enhance the appearance of the run-down garages and respect local character (D1a), and preserve and enhance the historic environment and heritage assets (Fitzjohns and Netherhall Conservation Area) in accordance with Policy D2 (Heritage) (D1b). The proposed development is of sustainable and durable construction and adaptable to different activities and land uses (D1d) and comprises details and materials that are of high quality and complement the local character (D1e). It integrates well with the surrounding streets and open spaces and contributes positively to the street frontage (D1f) and is inclusive and accessible for all (D1g). Proposed development promotes health (D1h), is secure and designed to minimise crime and antisocial behaviour (D1i), responds to natural features and preserves gardens and other open space (D1k), and preserves strategic and local views (D1m). It also provides a high standard of accommodation (D1n) and carefully integrates building services equipment (D1o).
5. The proposed alterations to the garages and reinstatement of the front gate would preserve and enhance the Fitzjohns and Netherhall Conservation Area and thereby comply with adopted Local Plan Policy D2 (Heritage). The development would enhance the appearance of the “unsympathetic” garages and thereby positively respond to the Conservation Area Statement.
6. The use of the garages would not give rise to any impacts on the amenity of neighbours in terms of noise or other impacts and would therefore comply with Local Plan Policies A1 and A4. Assessment on this matter must recognise that no change of use is proposed and that insulation in accordance with Building Regulations is proposed. In any event there is no reason to expect that use of the garages for domestic purposes would give rise to any increase in noise to any sensitive receptors and therefore no reasonable grounds on which conditions requiring specific control of acoustics could be imposed.

7. The proposed development would not result in the loss of any car parking spaces or otherwise alter the transport environment in the borough, and therefore complies with Policies on Transport.

Closing

The proposals should be supported as enhancements to the building which will better facilitate the successful use of the properties. We anticipate that in accordance with the National Planning Policy Framework that this application can be approved without delay.

Please contact the undersigned if you have any questions about this application.

Yours sincerely,



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