

PLANNING APPLICATION SUPPORTING STATEMENT AND DESIGN AND ACCESS STATEMENT

200A WEST END LANE, London. NW6 1SG

Proposed conversion of a single self contained flat to three self contained flats



200A WEST END LANE, London. NW6 1SG

DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared in accordance with Planning Circular 01/06 and Cade Guidance 'Design and Access Statements: How to read, write and use them'.

Background

The site is located in a residential area within the London Borough of Camden.

The site consists of a six bedroom self contained flat located over a retail premises located on West End Lane, West Hampstead.

The subject site features a single family dwelling of 204 m² arranged over first, second and third floor levels with private amenity space to the rear of the site.

The surrounding area is predominantly of similar arrangements with residential flatted developments over retail premises.

The site is located within the West End Green conservation area.

Introduction

This application seeks to provide a flatted conversion scheme proposing three self contained flats and the replacement of existing timber windows.

Planning History

A search of the Local Authority records revealed the following planning history:

2020/0782/P	200 West End Lane London NW6 1SG
2019/3505/P	Flat A, 200 West End Lane London NW6 1SG
2008/3149/P	200 West End Lane London NW6 1SG
8580139	200 West End Lane NW6
2020/0782/P	200 West End Lane London NW6 1SG
2019/3505/P	Flat A, 200 West End Lane London NW6 1SG
2008/3149/P	200 West End Lane London NW6 1SG
8580139	200 West End Lane NW6

ASSESSMENT

Context

Physical

The site consists of a three storey, period terraced dwelling that is currently arranged as a single family dwelling.

The property is located within a conservation area and is not listed.

Economic and Social

Economically, the conversion works to the property will potentially increase its desirability and will increase the housing stock available within the borough.

INVOLVEMENT

The proposed scheme will have minimal impacts beyond the site's boundaries and for this reason community involvement has been kept to a minimum.

EVALUATION

Opportunities and strengths

An opportunity to improve the external appearance of the building and relate it to the wider surroundings.

Maximise the use of the building and amount of internal space available for use by occupants.

Provide additional units of accommodation within the Borough.

Provide a more appropriate and sustainable use of an existing building.

DESIGN

The application scheme proposes the conversion of the existing single family dwelling to form three self contained flats.

The proposed scheme provides:

A two bedroom, 3 person unit at first floor level, 68 m²

A two bedroom, 3 person unit at second floor level, 63m²

A three bedroom, 4 person unit at third and forth floor levels, 99m²

Careful consideration has been paid to the layout of the proposed flats to ensure a high level of residential amenity, all the proposed units are dual aspect and all units are in excess of the minimum floor area requirements as prescribed by regional planning policy.

Sound and thermal insulation will be introduced designed to exceed the current Building Regulations and as such 'stacking requirements' are not applicable.

Table 3.1 - Minimum internal space standards for new dwellings[^]

Type of dwelling		Minimum gross internal floor areas [*] and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
	3p	61	70	N/A	2
2b	4p	70	79	N/A	2
	4p	74	84	90	2.5
3b	5p	86	93	99	2.5
	6p	95	102	108	2.5
	5p	90	97	103	3
4b	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
	6p	103	110	116	3.5
5b	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

Transportation

The site is located with a PTAL zone 5 and is located on a heavily parked street; the site does not have any off street parking provision.

We propose that the new first and second floor units will be considered car free units of accommodation.

Communal cycle stores are located within the rear garden for all proposed units.

Use

The property is currently in residential use and we propose no changes of use within this application.

Amount

The proposal will increase the floor area available. It is deemed that this is within Local Authority policy.

Scale

The scale of the building will increase with the addition of a roof extension.

Layout

The proposal will alter the layout of the property to form three sustainable self contained flats. The proposed residential units have been designed to provide a high level of residential amenity to future occupiers.

Insulation

Currently there is no sound or thermal insulation within the property. As part of our proposals thermal and sound insulation will be installed to meet and exceed the current Building Control standards.

Landscaping

There are no landscaping proposals within this application.

Access

As outlined earlier in this report, the site is located within in close proximity to the local services and facilities. Good connections are provided across London via local train stations and local bus services.

Previous Applications

Application ref: 2020/0782/P was refused and we enclose a copy of the refusal notice for ease of reference.

The applicant subsequently submitted an appeal ref: APP/X5210/W/20/3256668 which was dismissed on the 9th of April 2021.

The Appeal Inspector agreed with the applicant on several points however the appeal was overturned primarily on the basis of the proposed first floor extension. This matter has now been addressed within this application.

Conclusion

23. I have found that in light of the submitted UU the proposal would support the Council's aims to secure a car-free development and would mitigate any construction impacts with regard to highway safety. However, I have also found that that the proposal would harm the character and appearance of the WEGCA, for this reason and overall conflict with the development plan, I conclude that the appeal should be dismissed.

Appendix 1

Photos of the site



FRONT ELEVATION



REAR ELEVATION

Ptal REPORT

Address or co-ordinates

nw6 1sg × Go

Access level (PTAL) **Time mapping (TIM)**

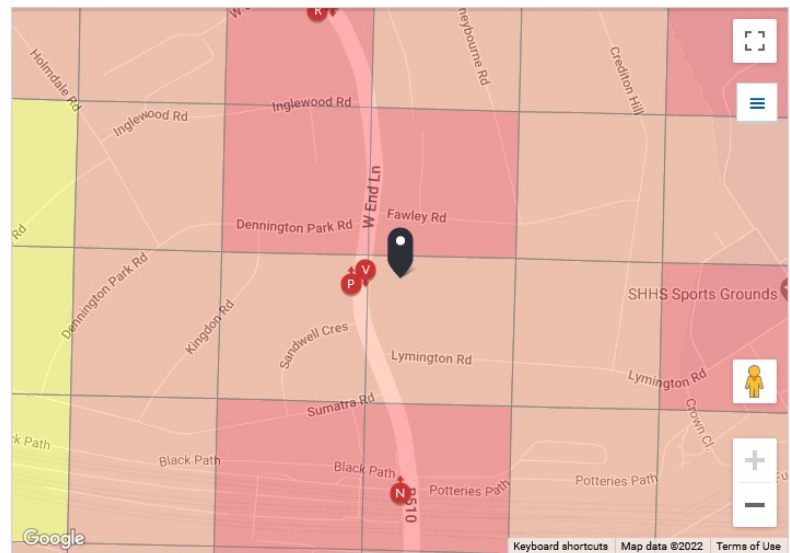
PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

 PTAL (cell size: 100m)



You can click anywhere on the map to change the selected location.

WebCAT PTAL Report

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Site Details

Grid Cell: 103606

Easting: 525545

Northing: 184952

Report Date: 27/05/2022

Scenario: Base Year

Calculation Parameters

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Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)		Walk Time (mins)		SWT (mins) TAT		(mins)
	EDF	Weight	AI							
Bus	DENNINGTON PARK ROAD		C11	124.51	7.5	1.56	6	7.56	3.97	0.5
	1.99									
Bus	DENNINGTON PARK ROAD		139	124.51	7.5	1.56	6	7.56	3.97	0.5
	1.99									
Bus	DENNINGTON PARK ROAD		328	124.51	9	1.56	5.33	6.89	4.35	1
	4.35									
Rail	West Hampstead		'CLPHMJ2-STFD 2L50		275.95	3.67	3.45	8.92	12.37	
	2.42	1	2.42							
Rail	West Hampstead		'STFD-CLPHMJ2 2Y11		275.95	3.67	3.45	8.92	12.37	
	2.42	0.5	1.21							
LUL	West Hampstead		'WembleyPark-Stratfo	360.31	3.67	4.5	8.92	13.43	2.23	0.5
	1.12									
LUL	West Hampstead		'WillesdenGreen-Stra	360.31	4.33	4.5	7.68	12.18	2.46	0.5
	1.23									
LUL	West Hampstead		'Stanmore-Stratford	360.31	17.65	4.5	2.45	6.95	4.31	1
	4.31									
Rail	West Hampstead		'BEDFDM-SUTTON 1O13		141.47	0.33	1.77	91.66	93.43	
	0.32	0.5	0.16							
Rail	West Hampstead		'STALBCY-SVNOAKS 2E11'		141.47	1	1.77	30.75	32.52	
	0.92	0.5	0.46							
Rail	West Hampstead		'BEDFDM-SVNOAKS 2E19		141.47	0.33	1.77	91.66	93.43	
	0.32	0.5	0.16							
Rail	West Hampstead		'LUTON-SVNOAKS 2E21		141.47	0.33	1.77	91.66	93.43	
	0.32	0.5	0.16							
Rail	West Hampstead		'STALBCY-SVNOAKS 2E95'		141.47	0.33	1.77	91.66	93.43	
	0.32	0.5	0.16							
Rail	West Hampstead		'SUTTON-LUTON 2O00		141.47	0.33	1.77	91.66	93.43	
	0.32	0.5	0.16							

Rail	West Hampstead	'SUTTON-BEDFDM 2004 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SUTTON-STALBCY 2006 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SUTTON-LUTON 2010 '	141.47	1	1.77	30.75	32.52
	0.92 0.5	0.46					
Rail	West Hampstead	'LUTON-SUTTON 2017 '	141.47	0.67	1.77	45.53	47.29
	0.63 0.5	0.32					
Rail	West Hampstead	'STALBCY-SUTTON 2021 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'STALBCY-SUTTON 2029 '	141.47	0.67	1.77	45.53	47.29
	0.63 0.5	0.32					
Rail	West Hampstead	'LUTON-BCKNHMJ 2S91 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'STALBCY-BROMLYS 2S93'	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'BRGHTN-BEDFDM 2T02 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'BRGHTN-BEDFDM 2T04 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SUTTON-STALBCY 2V02 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SUTTON-STALBCY 2V08 '	141.47	0.67	1.77	45.53	47.29
	0.63 0.5	0.32					
Rail	West Hampstead	'BEDFDM-SUTTON 2V15 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SUTTON-BEDFDM 2V16 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'LUTON-SUTTON 2V19 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'STALBCY-SUTTON 2V27 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'LUTON-SUTTON 2V31 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'ORPNGTN-STALBCY 2D93'	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'ORPNGTN-LUTON 2D95 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SVNOAKS-STALBCY 2E59'	141.47	0.67	1.77	45.53	47.29
	0.63 0.5	0.32					
Rail	West Hampstead	'SVNOAKS-LUTON 2E61 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'SVNOAKS-WHMPSTM 2E63'	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Rail	West Hampstead	'BROMLYS-LUTON 2E93 '	141.47	0.33	1.77	91.66	93.43
	0.32 0.5	0.16					
Total Grid Cell AI: 24.49							
PTAL:5							

Application ref: 2020/0782/P
Contact: Sofie Fieldsend
Tel: 020 7974 4607
Date: 20 April 2020

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk
www.camden.gov.uk/planning

Architecture & Design
2 Nursery Avenue
London
N3 2RD

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Refused

Address:
200 West End Lane
London
NW6 1SG

Proposal:

Conversion of upper floors maisonette to create 3 flats (Class C3) consisting of 2 x 2bed 3person flats and 1x 3bed 4person flat; erection of enlarged rear extension at 1st floor; loft conversion involving a rear dormer roof extension, rear roof terrace and 3 front rooflights; erection of bin and bike stores in rear garden.

Drawing Nos: 200WEL20/00; 200WEL19/01; 200WEL19/02; 200WEL20/03; 200WEL20/04; 200WEL19/05; 200WEL20/06; 200WEL19/07a; 200WEL19/07b; Tanalised Timber Pent Bike Shed and Bellus quad wheelie bin storage.

The Council has considered your application and decided to **refuse** planning permission for the following reason(s):

Reason(s) for Refusal

- 1 The proposed rear extension, roof extension and roof terrace privacy screen, by reason of their detailed design, height, size, bulk and siting, would harm the character and appearance of the host property, terraced group of properties and conservation area, contrary to policies D1 (design) and D2 (heritage) of the Camden Local Plan 2017 and policies 2 (Design and character) and 3 (Safeguarding and enhancing Conservation Areas and heritage assets) of the Fortune Green and West Hampstead Neighbourhood Plan (2015).

- 2 The proposed development, in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area and fail to promote more sustainable and efficient forms of transport, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.
- 3 The proposed development, in the absence of a legal agreement securing a Construction Management Plan and associated monitoring fee, would be likely to contribute unacceptably to traffic disruption and be detrimental to general highway and pedestrian safety, contrary to policies A1 (Managing the impact of development) and T4 (Sustainable movement of goods and materials) of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Without prejudice to any future application or appeal, the applicant is advised that reasons for refusal numbered 2 and 3 could be overcome by entering into a Section 106 Legal Agreement for a scheme that was in all other respects acceptable.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2019.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully



Daniel Pope
Chief Planning Officer