

architecture : planning

Upp

**Basement Excavation, Single Storey Rear Extension
and Roof Extensions to facilitate the internal
rearrangement of the property to provide 1 x 6 bedroom
flat, 1 x 3 bedroom flat and 1 x 1-bedroom flat with
associated private amenity space, cycle storage, refuse
storage, off street parking space and soft landscaping.**

46 Compayne Gardens Hampstead NW6 3RY



1. Introduction

- 1.1 UPP Architects + Town Planners have been instructed by the applicant to apply for full planning permission at 46 Compayne Gardens, Hampstead, NW6 3RY. The application seeks planning permission for the extensions in the form of basement excavation with front and rear facing lightwells, a remodelled ground floor rear extension to facilitate the internal rearrangement of the property to provide 1 x 6-bedroom flat, 1 x 3-bedroom flat and 1 x 1-bedroom flats. This proposal will include the associated parking, cycle parking, landscaping details, and refuse & recycling details.
- 1.2 This document provides details of the proposed scheme and will demonstrate that proposal is in accordance with planning policy and guidance at national, regional and local levels.

2. The Site and Surroundings

- 2.1 The application site relates to a semi-detached, three-storey property with existing basement space located on the northern side of Compayne Gardens. This road is predominantly residential in character with the existing host property subdivided into 3 flats, one flat per level. The property is characterised with red brick and slate roofing spanning across three storeys. Towards the front, the property is characterised by a two-storey bay window, first-floor balcony and a front facing gable roof matching the character and appearance of several properties on Compayne Gardens.



Figure 1 – Photo of the Application Site

- 2.2 The surrounding area is predominantly residential in character. Surrounding properties include a mixture of single-family dwelling houses, flat conversions and purpose-built flatted accommodation. The majority of properties on Compayne Gardens follow a similar architectural style to the host property suggesting they were built as part of a wider set of semi-detached properties.



Figure 2 – Photos of street scene

- 2.3 The site is located in a highly accessible area and has a PTAL rating of 6a which is considered 'very good' access to public transport. The nearest railway station is Finchley Road Underground Station located a 5-minute walk from the application site. It is from here that connections are provided to the Jubilee and Metropolitan lines. The site is also located a 7-minute walk to West Hampstead Underground and Overground Stations. Bus stops surrounding the station provide connections to the No.13, 113, 187, 268, C11 and N113 allowing for regular bus connections to Central, West and North London. On-street parking bays are located within a controlled parking zone with parking restricted to permit holders only on Mondays to Fridays between 08:30am to 6:30pm.
- 2.3 The application site is not listed or located within the setting of any listed buildings. The site is located in the South Hampstead Conservation Area. The site is located within flood zone 1 which is considered to be at low risk of flooding.



3. Relevant Planning History

3.1 The relevant planning history for the site is as follows:

- 2020/4723/T - REAR GARDEN: 1 x Walnut (T1) - Reduce overhanging crown back from 48 Compayne Gardens by 1 - 2m – No Objection to Works to Tree(s) in CA (20/11/2020),
- 2015/2722/P - Installation of timber ramp to the front of the site for wheelchair access and single storey side extension. Granted (23/07/2015).
- 2015/1994/P - Erection of 2 x rear dormer roof extensions, installation of 8 x rooflights, alterations to roofs, and replacement of doors. Granted (23/07/2015).
- 2013/1858/T - REAR GARDEN: 1 x Walnut - Reduce the height by 2m and lateral spread over the property by 1.5m and shape. 1 x Firethorn - Reduce leaders by 1-1.5m and lateral leaders by 1-1.5m. Lift to 2.5m over the patio. No objection to Work to Tree(s) in CA (29/04/2013).
- 2012/0354/T - REAR GARDEN: 1 x Walnut - Reduce and reshape to overhangs by 25%. No Objection to Works to Tree(s) in a Conservation Area (19/01/2012).

4. Planning Policy

4.1 The Local Development Framework is as follows:

- The National Planning Policy Framework (NPPF)
- London Plan (2021)
- Camden Local Plan (2017)

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) holds an emphasis on creating sustainable development. There are three aspects which comprise sustainable development; these are the economic role, the social role and the environmental role. In terms of the economic aspect land has to be made available where there is a demand to support growth; the environmental role involves the protection of the natural, built and historic environment; and the social role is to support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations.
- 4.3 Applications should be considered in the context of the presumption in favour of sustainable development. Local authorities should deliver a wide choice of high-quality homes. The mix of housing should take account of future demographics and market trends, differing needs and local



differences. It is inevitable that for compliance with the NPPF and in the spirit of progress higher densities are often required, especially where sites fall within sustainable and urban locations.

The London Plan (2021)

- 4.4 The new London Plan has been formally adopted by the Mayor of London. The relevant planning policies are:
- 4.5 Policy GG2 – Making the Best Use of Land – *“To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
- A. enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites*
 - B. prioritise sites which are well-connected by existing or planned public transport*
 - 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*
 - D. applying a design-led approach to determine the optimum development capacity of sites*
 - E. understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London’s distinct and varied character*
 - F. protect and enhance London’s open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible*
 - G. plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient.”*
- 4.6 Policy D6 – Housing Quality and Standards – *“Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.”*
- 4.7 Policy H1 – Increasing Housing Supply – *“Table 4.1 sets the ten-year targets for net housing completions that each local planning authority should plan for. Boroughs must include these targets in their Development Plan Documents.”*

- 4.8 Policy H10 – Housing Size Mix – *“Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:*
- 1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment*
 - 2) the requirement to deliver mixed and inclusive neighbourhoods*
 - 3) the need to deliver a range of unit types at different price points across London*
 - 4) the mix of uses in the scheme*
 - 5) the range of tenures in the scheme*
 - 6) the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity*
 - 7) the aim to optimise housing potential on sites*
 - 8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock*
 - 9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.”*
- 4.9 Policy T5 – Cycling – *“securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.”*

Camden Local Plan (2017)

- 4.10 Policy H1 Maximising Housing Supply – *“The Council will aim to secure a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2016/17 - 2030/31, including 11,130 additional self-contained homes.*
- 4.11 Policy H3 Protecting Existing Homes – *“resisting development that would involve the net loss of two or more homes (from individual or cumulative proposals), unless they:*
- create large homes in a part of the borough with a relatively low proportion of large dwellings;*

- *enable existing affordable homes to be adapted to provide the affordable dwelling-sizes that are most needed; or*
- *enable sub-standard units to be enlarged to meet residential space standards.”*

4.12 Policy H6 Housing Choice and Mix – *“We will seek to secure high quality accessible homes in all developments that include housing. We will:*

- encourage design of all housing to provide functional, adaptable and accessible spaces;*
- expect all self-contained homes to meet the nationally described space standard;*
- require 90% of new-build self-contained homes in each development to be accessible and adaptable in accordance with Building Regulation M4(2); and*
- require 10% of new-build self-contained homes in each development to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3).”*

4.13 Policy H7 Large and Small Homes – *“We will seek to ensure that all housing development, including conversion of existing homes and non-residential properties:*

- contributes to meeting the priorities set out in the Dwelling Size Priorities Table; and*
- includes a mix of large and small homes”*

4.14 Policy A1 Managing the Impact of Development – *“The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity.”*

4.15 Policy A5 Basements – *“The Council will only permit basement development where it is demonstrated to its satisfaction that the proposal would not cause harm to:*

- neighbouring properties;*
- the structural, ground, or water conditions of the area;*
- the character and amenity of the area;*
- the architectural character of the building; and*
- the significance of heritage assets.*

In determining proposals for basements and other underground development, the Council will require an assessment of the scheme’s impact on drainage, flooding, groundwater conditions and structural stability in the form of a Basement Impact Assessment and where appropriate, a Basement Construction Plan.

The siting, location, scale and design of basements must have minimal impact on, and be subordinate to, the host building and property. Basement development should:

- f. not comprise of more than one storey;*
- g. not be built under an existing basement;*
- h. not exceed 50% of each garden within the property;*
- i. be less than 1.5 times the footprint of the host building in area;*
- j. extend into the garden no further than 50% of the depth of the host building measured from the principal rear elevation;*
- k. not extend into or underneath the garden further than 50% of the depth of the garden;*
- l. be set back from neighbouring property boundaries where it extends beyond the footprint of the host building; and*
- m. avoid the loss of garden space or trees of townscape or amenity value."*

4.16 Policy D1 Design – *"The Council will seek to secure high quality design in development. The Council will require that development:*

- a. respects local context and character;*
- b. preserves or enhances the historic environment and heritage assets in accordance with Policy D2 Heritage;*
- c. is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaptation;*
- d. is of sustainable and durable construction and adaptable to different activities and land uses;*
- e. comprises details and materials that are of high quality and complement the local character;*
- f. integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage;*
- g. is inclusive and accessible for all;*
- h. promotes health;*
- i. is secure and designed to minimise crime and antisocial behaviour;*
- j. responds to natural features and preserves gardens and other open space;*
- k. incorporates high quality landscape design (including public art, where appropriate) and maximises opportunities for greening for example through planting of trees and other soft landscaping,*
- l. incorporates outdoor amenity space;*
- m. preserves strategic and local views;*
- n. for housing, provides a high standard of accommodation; and*
- o. carefully integrates building services equipment.*

The Council will resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

- 4.17 Policy D2 Heritage – *“Conservation areas are designated heritage assets and this section should be read in conjunction with the section above headed ‘designated heritage assets’. In order to maintain the character of Camden’s conservation areas, the Council will take account of conservation area statements, appraisals and management strategies when assessing applications within conservation areas.”*
- 4.18 Policy T2 Parking and Car-Free Development – *“The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:*
- a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
 - b. limit on-site parking to:*
 - i. spaces designated for disabled people where necessary, and/or*
 - ii. essential operational or servicing needs;*
 - ii. support the redevelopment of existing car parks for alternative uses; and*
 - c. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.”*

5. Policy Considerations

Principle of Development

- 5.1 The existing property is in use as three residential flats split across the ground, first and second floors of the property. As the existing property is in residential use and the surrounding area is highly residential in character, it is considered that the principle of residential use is acceptable and established on site.
- 5.2 The proposals will not result in a net increase or decrease in the number of dwellings on site. Rather, the proposals will seek to extend and alter the internal arrangement of the building to provide a six bedroom flat across the basement, ground and first floor, a three-bedroom flat located on the second floor and a one-bedroom flat located on the loft floor. Policy H7 of the adopted Local Plan (2017) outlines that a range of homes of different sizes should be provided and contribute to the priorities set out in the dwelling size mix table. For market housing, 2 and 3 bedroom units are outlined as high priority with 1 and 4+ bedroom units outlined as lower priority. The proposals seek to provide 1 three-bedroom unit, 1 one-bedroom unit and 1 six-bedroom unit.



This is considered to contribute to the priorities identified by the LB of Camden and provide a varied dwelling mix. Therefore, it is considered this forms an acceptable dwelling mix.

- 5.3 In line with local policy, it is considered there is a principle for extensions at the above property subject to satisfying the full suite of material planning considerations including design, impact on neighbouring amenity, impact on designated heritage assets and residential amenity. The following paragraphs seek to address these various elements.

Design

- 5.4 The proposed development has been sensitively designed to ensure that it is in keeping with the character of the area. It is proposed that the extensions will be obtained through full planning permission, submitted via one application. The extent of extensions proposed include a basement extension, remodeled rear extension and loft extensions.

Basement

- 5.5 In regard to the basement extension, the proposed basement seeks to extend under the full footprint of the existing building with a 3m extension beyond the existing building footprint towards the rear. Policy A5 concerns basement extensions and outlines the considerations required to be satisfied to permit basement extensions in the borough. A separate report accompanies this application detailing drainage, flooding, groundwater conditions and structural stability in the form of a Ground Investigations and Basement Impact Assessment.
- 5.6 Policy A5 outlines a number of parameters basement extensions should meet to ensure that the siting, location, scale and design of basements have a minimal impact on, and be subordinate to, the host building and property. The basement comprises of a single storey and will not be built under an existing basement. The footprint of the basement is less than 1.5 times the footprint of the host building in area. In relation to the existing garden, the extension does not exceed 50% of the garden area of the property, does not extend further than 50% of the depth of the host building measured from the principal rear elevation (including historic extension) and does not extend into or underneath the garden further than 50% of the depth of the garden. Therefore, it is considered that the proposed basement accords with the parameters outlined under Policy P5.
- 5.7 The proposed basement seeks to introduce two front facing lightwells and one rear facing lightwell. The front facing lightwells will provide natural light for two bedrooms and the rear facing lightwell will provide natural light for a large entertainment room.

- 5.8 In regard to the front lightwells, by virtue of their siting, these lightwells will be the most visible from the streetscene. Therefore, their design and size have been minimised as much as possible with consideration of guidance provided in the Basements SPD (2021). The front lightwells align with the existing window arrangements sited either side of the front entrance to the ground floor flat to create cohesive alignment with the existing façade. The lightwells extend to a depth of 1m and will be characterised by metal overhead grilles. The limited depth seeks to retain as much front garden space as possible to retain soft landscaping where possible which can operate as a natural form of screening for the lightwells with use of planting. The use of a metal grille seeks to reduce the presence and visual clutter at ground floor level given the front garden is of a moderate size. While railings are a common feature on the streetscene and can be found at first and second floor levels to the front of the property, it is considered railings will increase the visibility and prominence of the lightwells on the streetscene. Therefore, floor level grilles are considered the most appropriate option.
- 5.9 The rear lightwell is sited towards the western site boundary adjacent to No.48 infilling the existing gap between the ground floor rear extension and site boundary with No.48. By virtue of the lightwells siting, the lightwell will have a reduced impact on the street scene and wider area as it will be completely hidden from any public view. The lightwells siting between the boundary and the ground floor rear extension will further screen the lightwell meaning that the lightwell will only be visible for No.46 and 48. While it is acknowledged the rear lightwell forms a larger overall size, it is considered that the siting of this lightwell will result in limited visibility within the wider area and therefore have an acceptable impact on the character and appearance.
- 5.10 It is noted that existing plots are relatively spacious with larger garden areas. While the lightwell will reduce the amount of garden area, the proposals will reduce an existing area of existing hardstanding which does not contribute to the greenery of the rear of the property. The majority of the rear garden will be retained as soft landscaping and contribute to the leafy and spacious character of the wider area.

Rear Extension

- 5.11 In regard to the rear extension, the proposals do not seek to extend the footprint of the existing single-storey rear extension. Rather, the proposals seek to remodel the rear extension to create a higher-quality design with increased levels of glazing and slightly increased height. The existing rear extension adopts a fairly atypical appearance made of London stock brick and uPCV double glazed windows. The extension is characterised by a felt covered flat roof.

- 5.12 The proposed rear extension will be rise to a higher building height adopting a flat roof as per the existing roof form with eaves rising to 3m above ground level, a 0.4m increase in height to the existing extension. This is considered an acceptable overall height which relates well to the existing property while allowing for a higher quality internal head height. In regards to fenestrations, the proposals integrate large levels of glazing on the rear and side elevation facing the boundary with No.48 providing generous levels of daylight for the kitchen area. The glazing will be aluminum framed, double glazing to provide high quality glazing which enhances the modern approach adopted by the extension design.
- 5.13 In regards to materiality, the proposed extension seeks to utilise light brown brick to match the existing property and a sedum roof. These are considered high-quality materials which complement the existing material palette found within the conservation area while promoting biodiversity at roof level. London stock brick tends to be commonly found on the rear elevations of dwellings in the conservation area and the use of a light brown variation is considered to complement the tone of London stock brick. Therefore, it is considered these material choices conform with the existing character of the area and will create an attractive and modernised single-storey rear extension on the property.

Loft Extension

- 5.14 In regard to the loft extensions, the proposals seek to incorporate two rear dormer windows and a single rear facing rooflight. It is noted that the dormer windows are subordinated on the rear roofslope set up from the eaves and of a proportionate width on the wider roofslope. The dormer windows seek to align with vertical fenestration arrangements on the property to ensure a cohesive rear façade. The dormer windows will be made with a lead roof, facing and cheeks alongside painted hardwood sash windows. This will ensure traditional materials are used which complement the host property and wider area. The proposed rooflight will be a conservation style rooflight.
- 5.15 It is noted that the proposed dormer windows and rear facing roof light seek to replicate the size and positionings approved under 2015/1994/P. As the Council has previously assessed these alterations as acceptable, it is considered that the same should apply under this application with rooflights and rear dormer windows forming an established characteristic of the local area.



Front Gable Window

- 5.16 Towards the front elevation, the proposals seek to reinstate a vaulted ceiling to allow for double height windows to be incorporated into the property. It is noted that this forms an original feature on semi-detached properties on Compayne Gardens with the majority of properties retaining this feature on the front elevation. In the case of No.46, this feature was removed with a white painted render and wood finish applied to the front facing gable. It is considered that reinstating this feature will promote the uniformity and enhance the overall character of Compayne Gardens at roof level.
- 5.17 As previously outlined, the site is located within the South Hampstead Conservation Area. A separate heritage statement has been submitted as part of this application and provides further detail on the significance of the heritage asset and the impact of the proposals on the conservation area.

Residential Amenity

- 5.18 The proposed scheme has been designed to ensure residential amenity is optimized to create high quality dwellings for future occupiers. The three proposed units have been designed to ensure they meet or exceed minimum space standards outlined by the DCLG.
- 5.19 Every proposed habitable rooms benefits from good levels of internal daylight with large openable windows. Habitable rooms located in all three units face the both the front or rear of the property allowing for good levels of outlook, ventilation and daylight.
- 5.20 In regard to amenity space, the existing amenity areas will remain in active use for enjoyment of the proposed dwellings. The rear garden forms a generous amenity space which will serve the six-bedroom flat. While it is noted that the basement level and rear lightwell will reduce the amount of amenity space, it is considered that the generous size of the garden will ensure an acceptable level is maintained for the flat. A first-floor front facing balcony, found on several properties on Compayne Gardens will be retained and allocated for use of the six-bedroom flat. This will further supplement the amenity space provision allocated to this flat. The second floor flat will have access to an existing terrace located above the two storey bay window providing a small amenity space.
- 5.21 It is noted that the loft unit will not benefit from private amenity space due to the constraints of the site. It is considered that the provision of a balcony would have an adverse impact on neighbouring amenity and form an intrusive addition to the property and wider conservation area. The site is located in close proximity to Kilburn Grange Park which serves as a high-quality green



space to supplement the residential amenity of the wider area. This green space alongside others in the wider area will provide high-quality open space for leisure and recreational use.

Neighboring Amenity

- 5.22 As part of any planning application, it is important to ensure development proposals would not have an adverse impact on neighbouring amenity with regards to light, outlook or increased sense of enclosure.
- 5.23 In regard to No.48, it is noted that the main extensions which may impact upon this property is the proposed basement extension as this is orientated along the site boundary. The proposals do not seek to introduce any further above ground extensions orientated towards the boundary, rather extensions will be located below ground. By virtue of the basements siting, the proposals will have no impact on the outlook, levels of daylight or sense of enclosure for No.48 as no new massing will be sited above ground level. While it is acknowledged that a rear lightwell will be sited along the boundary with No.48, this lightwell will be in use for one household and therefore the noise and disturbance from this lightwell along the boundary will be limited.
- 5.24 In regard to No.44, it is noted that the rear extensions replicate the existing extension footprint which is set back from the boundary and extends to a depth of 5.4m. As No.44 and 46 benefits from existing ground floor rear extension orientated towards one another it is considered that the extension will not result in any loss of light, outlook or create a sense of enclosure.
- 5.25 In regard to noise and disturbance, all proposed units will access the property via the existing front and side entrances. The six bedroom flat will be accessed from the front entrance while the second and loft floor flats will be accessed via the side entrance. It is noted this maintains existing access arrangements used for the three flats on site. While the number of total occupants will increase within the building, the number of households will not and it is considered that

Transport and Highways

- 5.26 As previously referenced, the site is located in a highly accessible area and has a PTAL rating of 6a which is considered 'very good' access to public transport. The nearest railway station is Finchley Road Underground Station located a 5-minute walk from the application site. It is from here that connections are provided to the Jubilee and Metropolitan lines. The site is also located a 7-minute walk to West Hampstead Underground and Overground Stations. Bus stops surrounding the station provide connections to the No.13, 113, 187, 268, C11 and N113 allowing for regular bus connections to Central, West and North London. On-street parking bays are



located within a controlled parking zone with parking restricted to permit holders only on Mondays to Fridays between 08:30am to 6:30pm.

- 5.27 One off-street parking space is located at the front of the property and will be retained for the ground floor flat utilising an existing dropped kerb.
- 5.28 As the site benefits from a PTAL rating of 6a, it is considered that the site is suitable for car-free development and where off-street provision is not provided for the second and loft floor units, these units will be car-free secured by a car-free legal agreement.
- 5.29 Secure and sheltered cycle parking facilities will be provided to the front of the property. Six cycle parking spaces will be provided for the proposed units in accordance with cycle standards stipulated within the London Plan (2021). The storage container will be clad in timber with a green roof which will screen and soften the appearance of the store from the streetscene.

Refuse and Recycling

- 5.30 Dedicated refuse and recycling facilities are proposed to the front of the property. These will be located in a dedicated bin store. The location of the bins will allow for easy access for future occupiers alongside refuse collection vehicles. Similar to the cycle storage, the refuse storage container will be clad in timber with a green roof which will screen and soften the appearance of the store from the streetscene.

6. Conclusions

- 6.1 It is considered that the proposal provides a high-quality development that would be fully compliant with national, regional and local policies. The existing property is currently in use as 3no. self-contained flats and as such the principle of development has been established.
- 6.2 The proposed new residential units have been designed to ensure a high standard of living for future occupiers, with each unit meeting minimum floor size requirements. Furthermore, it is considered that the existing living arrangements for neighboring occupiers would not be compromised as a result of this proposal.
- 6.3 As a result, it is considered that the proposed scheme is compliant with national, regional and local planning policy.