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**Design, access and heritage statement for erection of new dwelling in the rear garden of 94  
Arlington Rd, London, NW1 7HT**

**Proposal**

The proposal is for the erection of a two-storey structure in the rear garden of 94 Arlington Road. The structure would facilitate a 1B2P dwelling house. It would front Delancey Passage. Access would be provided from the existing building with a secondary escape out onto Delancey passage. The proposal is composed from brickwork. It contains projecting bricks with deep window reveals. The structure has contrasting brickwork with darker bricks defining the base and windows. It has a parapet wall extending up vertically to conceal a flat roof. Amenity space is provided in the form of a garden terrace and balcony. The design also includes a green / living wall which adds to the visual interest and enhances the setting of the site. It also adds a degree of biodiversity and provides an enhanced outlook for neighbouring buildings.

**Site description**

The site is located on Arlington Road close to the junction of Delancey Street. Delancey passage is located to the rear of the site. The existing building comprises of a 4-storey terraced structure with lower ground floor / basement. It has a residential use. The site is located within the Camden Town Conservation Area. The existing building is not known to be statutory or locally listed and can be deemed as a neutral contributor to the surrounding conservation area. The site lies within a flood risk zone of 1 and a public transport accessibility level of 6B which is best. On one side of the site is a modest substation. To the other side is a two-storey commercial building. Built form along Delancey Passage is common place.

**Heritage asset**

The Camden Town Conservation Area can be divided into two sub areas of distinctly different character, a busy commercial and retail area, and a quieter more formal residential area. The commercial sub area consists of a traditional wide shopping street linking the busy junction at Mornington Crescent to the eclectic and lively town centre at the heart of Camden Town. The focus of Camden Town is Britannia Junction which acts as a hub and an important interchange, with busy, noisy, dynamic and diverse characteristics. This retail and commercial area is powerfully urban in character with few openings between the continuous building lines and an absence of public open spaces and soft landscaping. Within this part of the Conservation Area there are two underground stations, an array of banks, restaurants, street markets, shops and stalls, signs and vehicles all existing within an historic architectural streetscape. The buildings reflect the diverse and changing architectural styles over the last two hundred years. Terraces of flat fronted early to mid 19th century houses now fronted by shops, mid Victorian stucco terraces, Victorian Gothic buildings, late Victorian and Edwardian red brick parades four and five storeys high with decorative gables, imposing banks, places of entertainment and public houses occupying key focal sites, and 20th century buildings all contribute to the wide ranging variety of architectural styles.

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To the east, the backs of the retail premises on Camden High Street are accessed by cobbled mews which today are still largely in commercial use. Beyond the commercial interests are areas of late 18th and early 19th century residential development while to the west of the High Street narrow passages link through to quiet tree lined streets forming the residential sub area. These streets of stock brick and stucco terraces date from the early to mid 19th century and are more consistent in character, and are in marked contrast to the dynamic, busy commercial frontages.

The Conservation Area has a high proportion of 19th century buildings both listed and unlisted, which make a positive contribution to the historic character and appearance of the Conservation Area. There is an overall 19th century architectural and historic character and appearance throughout.

Camden Town Conservation Area was designated by the London Borough of Camden on 11th November 1986. The boundary was extended in 1997 to include the triangle behind Camden Town underground station formed by Camden High Street, Kentish Town Road and Buck Street and an area east of Camden High Street including Pratt Street (southside), Pratt Mews, Kings Terrace, Bayham Place and Bayham Street.

The Camden Town Conservation Area lies central to the Borough of Camden. Due north of Camden Town Conservation Area lies Kentish Town while the village of Highgate is further northward and the village of Hampstead and the Heath to the northwest. Euston Station and its approaches are to the south and Regents Park lies just to the southwest. The northern border of the Conservation Area is bounded by Parkway and Inverness Street while the western side is defined by the mainline railway from Euston to Birmingham. To the southeast lie Somers Town, St. Pancras and Kings Cross. The Conservation Area almost adjoins the Regent's Canal Conservation Area to the north and the Primrose Hill Conservation Area to the northwest, whilst to the west the Regent's Park Conservation Area is separated from the Camden Town Conservation Area by the railway lines.

The ancient north-south route, which has become Camden High Street, formed a spine along which development started about two hundred years ago. Typical of 19th century speculative development the plan form of the area evolved as a series of grid patterns - streets of terraced houses within garden plots. Around the two major junctions the plot sizes are more random particularly where larger late 19th and 20th century buildings occupy prominent focal positions and break the tight pattern. Around Britannia Junction larger retail units and commercial buildings, alongside single shops, form a looser, more random grain. Some terraces around Mornington Crescent and Harrington Square Gardens still conform to a tight regular plot size.

The Camden Town Conservation Area lies on rising ground between the lower levels of central London and the hills of Hampstead and Highgate to the north. The trees of Hampstead Heath can be seen rising above the north eastern end of Camden High Street. To the south the taller buildings of central London are clearly visible, rising from lower ground, giving the viewer a sense of elevation. The Conservation Area also has a gentle slope from its western boundary close to Regents Park down to Camden High Street.

Industrial uses populate the east side of Arlington Road, particularly the northern end close to Parkway. Buildings between Delancey Street and Parkway have been converted to new uses, such as Nos 142-152, a solid early 20th century red brick electricity substation now used as a sports centre. No 122 is a stylish, renovated office building, with '1933' prominently inscribed on a wide pediment. The grade II listed No 104, a former tramway electrical transformer built in 1908 by the LCC, possibly to plans by the architect Vincent Harris, has recently been converted to a showroom for an architectural ironmongers. It has an austere classical street frontage in brick topped by a pediment. Behind, to the east of Arlington Road, a series of pedestrian alleys lead into the High Street, adding to the permeability of the neighbourhood, and giving access to a series of backland sites and infill developments: examples include Underhill Passage, Pleasant Row, Mary Terrace, Miller Street and Symes Mews.

North of Parkway on the west side at No 179, an independent Catholic preparatory school, the Cavendish School, is housed in the 1850s buildings of the former St Mark's Parochial School. The Camden Probation Service is housed in the substantial former Police Station building at No 199 on the south corner of the Inverness Street junction. Opposite, this eastern stretch of the street is dominated

by the flank of the Mecca Bingo Hall, part of the 1930s Odeon development, which makes a distinct contribution to the Conservation Area by way of its dramatic pantiled roof slope recalling early 20th century architecture in the Low Countries.

The stretch of Delancey Street between Camden High Street and Arlington Road is commercial in character. On the south side, stands No 3-7, a short row of plain stock brick three-storey buildings dating from the mid 19th century. Together with the low-rise buildings at the rear in the intimately scaled Delancey Passage, they were until recently the home of the Delancey Café, but in the Victorian period housed a school for young ladies. Due to major structural problems, the properties are to be demolished to make way for a replacement building housing a café and music room. A few doors to the west, the street is characterized by the distinct aroma of roast coffee beans coming from the Camden Coffee Shop, which is housed in an otherwise unremarkable one-storey shop unit; the business has been trading from these premises since the 1950s. A one-storey flank wall – a typical early cinema frontage – lines the opposite side of the street; the building behind is the Camden Snooker Club; since its construction in the 1880s as a public hall, it has had various uses including as a billiards lounge and became Camden Town's first cinema, 'The Dara', later 'The Fan', which closed in 1917.

### **Relevant policies and guidance**

National Planning Policy Framework 2021

Technical Housing Standards – Nationally Described Space Standards

The London Plan March 2021

Camden Local Plan 2017

A1 Managing the impact of development

D1 Design

D2 Heritage

CC1 Climate Change Mitigation

CC2 Adapting to climate change

CC3 Water and flooding

CC4 Air quality

CC5 Waste

T1 Prioritising walking, cycling and public transport

Camden Planning Guidance 2021

CPG Design

CPG Amenity

CPG Home Improvements

CPG Energy Efficiency and Adaptation

CPG Transport

Camden Town Conservation Area Appraisal and Management Strategy

### **Design**

Local Plan Policies D1 (Design) and D2 (Heritage) are aimed at achieving the highest standard of design in all developments. Policy D1 requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings.

The layout, scale and form of the proposed dwelling would respect the spatial character of the townscape. Currently within the rear garden of number 96 is a two-storey commercial building with a flat roof. This follows the massing of the closest buildings on Delancey Street and creates a cohesive appearance amongst these groups of buildings. The proposed dwelling would follow the same building line (along Delancey Passage) which is rational (at ground floor). The frontage of the building would provide a terrace space. At first floor the building is set back which assists in reducing the massing / bulk. The set back provides a balcony to the bedroom space which offers outdoor useable amenity. The height of the dwelling would be lower than the building in the garden at number 96 and its overall depth would be less. Indeed, when compared to the 4 storey+ basement structure fronting Arlington Road and the general context along Delancey Street and Delancey passage, the proposal would very much be subservient and would not seek to compete with other buildings in the vicinity. This helps to preserve the conservation area.

The finished appearance of the elevations is in a sympathetic cream brick with darker bricks around windows and doors. A darker brick course below the parapets adds horizontal emphasis. The proposal employs the use of brick soldier coursing above window and door heads to break the monotony of brick bonding further. In addition, bricks are cleverly designed to be protruding to give a degree of visual interest in the façade and provide evocative shadows. The proposed fenestration is linear and logical. Deep window reveals again assist in adding visual articulation to the elevations in this case a degree of verticality. Parapets are capped with traditional coping stones. This would match the wider context and blend well whilst respecting the overall material palate of the conservation area. The elevation fronting Delancey Passage would be the one which is most visible hence it employs the clever use of detailing.

The wall fronting Delancey Passage would be retained. A metal railing gate would be installed which is characteristic of other properties in the area.

### **Amenity**

Policy A1 (Managing the impact of development) of the Camden Local Plan seeks to ensure that the amenity of neighbouring properties is protected, particularly with regard to visual privacy, outlook, sunlight, daylight and overshadowing, noise and vibration levels.

The main bulk of the proposal would be located more than 11m from the rear elevation of the group of terraced buildings and the main associated rear wall. The depth reduces to 9.5m approx. For non-habitable to habitable accommodation this distance is considered acceptable. Given the modest height of the proposal coupled with the fact that the height would be less than the neighbouring commercial development, it is considered that the dwelling will not result in loss of light or overshadowing. The main outlook is out onto Delancey Passage. Rear windows would be obscured and serve a bathroom and staircase. The rear wall is finished in a living green wall which is a soft and sympathetic approach. In this regard the proposal would not result in any significant direct overlooking of any neighbouring rooms or gardens.

The use of the new dwelling and its external areas would be unlikely to result in a significant increase in noise levels for neighbouring occupiers. The proposal facilitates a modest 1BP2P unit. It is noted that operations during construction would have the potential for noise nuisance and disturbance. The Council can seek to control operations during construction through a Construction Management Plan. This aspect of the works can be conditioned subject to approval.

### **Quality of residential accommodation**

CPG Interim Housing requires development to provide high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms. The Council uses the Nationally Described Space Standards for proposals for new houses and reference is made to the London Plan. Accordingly, a 1 BED 2 PERSON unit should have a floor area of 58m<sup>2</sup>. The proposal delivers 60m<sup>2</sup>. Double bedrooms should have a minimum floor area of 11.5m<sup>2</sup> with built in storage areas provided in the unit at a size of 1.5m<sup>2</sup>. In addition, the floor to ceiling height should be 2.5m for 75% of the GIA. The proposal meets these requirements. The London Plan requires a minimum of 5m<sup>2</sup> of amenity space for this type of dwelling. The proposal affords a total of 14m<sup>2</sup>. The scheme provides cycle parking and refuse and recycling provision. The development would be car free owing to the PTAL rating. In all there should therefore be no objections in terms of the quality of accommodation.

### **Transport**

Access would be from the front of the building with a secondary escape route from the rear. No changes are proposed to the access to the site and there should be no significant impacts on the highway. New residential development would be car free. As stated in the above paragraph cycle parking is provided as is adequate refuse and recycling provision. In order to ensure there are no adverse effects on the safety or free flow of the highway during the course of the construction the council can condition the provision of a Construction Management Plan to be submitted, approved and implemented.

### **Sustainability**

The proposal would be constructed to meet the latest addition of the building regulations approved document part L. The buildings walls, roof, floor, doors and windows would all have U Values to meet current standards. High levels of insulation and air tightness are proposed. The scheme proposes the use of renewable technology in the form of PV panels. In addition, an air source heat pump is proposed. An air source heat pump a more sustainable option than traditional oil or gas heating, and it is more energy efficient. Water usage would be designed to be no greater than 105 litres/person/day. The proposal also involves a green wall to promote biodiversity and to reduce surface water runoff. The proposal will contribute to minimising the effects of climate change and is a sustainable form of development, in line with Local Plan Policies CC1 and CC2. It is noted that further details can be secured by way of a planning condition if needed.

### **Arboricultural Impacts**

Local Plan Policy A3 sets out that the Council will protect and seek to secure additional trees and vegetation as part of new development. No trees within or in close proximity to the application site will be adversely affected by the proposed development. Proposed mitigation measures proposed include the erection of tree protection fencing during construction.

Report by

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For and on behalf of

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