**Design and Access Statement and Conservation Area Status**

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

**PROPOSED TEMPORARY STORAGE UNITS**

 **AT**

**107E BARTHOLOMEW RD,**

**KENTISH TOWN**

**NW5 2AR**

**AUGUST 2023**

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**1. Introduction**

1.1 This planning application seeks part retrospective planning permission for the storage of three storage units.

1.2 At the present time one of the units is already on site. The land is currently rented to an events catering business and when not at festivals there is a need to store the portable units.

1.3 The site is a small triangular piece of land with a permanent storage building, fencing and gates onto Bartholomew Road.

1.4 This application seeks permission to store the containers for a period of six months.

**2. DESCRIPTION OF THE SITE AND SURROUNDINGS**

2.1 As mentioned, the site is a small piece of land abutting an above section of operational railway to the north east. To the south and west are residential properties.

2.2 The site does not contain any listed buildings but is within the Bartholomew Estate Conservation Area.

2.3 To the west and north west are various open storage areas including an office, workshop and storage buildings relating to the H&H Van Hire operation. The street scene is pre-dominantly residential with this commercial type operation centred around the Bartholomew Road and Gaisford Street junctions.

1. **PLANNING HISTORY**

3.1 Planning permission was sought for change of use from sui generis to open storage in 2022 ref 2022/3767/P.

3.2 [2011/5600/P](https://planningrecords.camden.gov.uk/Northgate/PlanningExplorer/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&TYPE=PL/PlanningPK.xml&PARAM0=285212&XSLT=/Northgate/PlanningExplorer/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&FT=Planning%20Application%20Details&PUBLIC=Y&XMLSIDE=/Northgate/PlanningExplorer/SiteFiles/Skins/camden/Menus/PL.xml&DAURI=PLANNING) - Installation of a new electrical meter pillar and replacement of existing telecommunication equipment cabinet outside 107E Bartholomew Road. – Granted.

3.3 2006/3068/P – Erection of a 10m high telegraph pole, two antennas and ground floor equipment cabinets (revision to previously approved scheme ref: 2005/5496/P granted 9 February 20006 which seeks to move the location of the pole by 1.5m – Granted.

1. **PROPOSED USE**

4.1 The site is currently being used as a site to store catering supplies serving Camden Market. Part of the business is attending and servicing festivals. This site has a long history of storage of vehicles on the site.

4.2 The request is for the following storage containers:

 1. 3m long x 2m wide x 2.6m high.

 2. 2.5 long x 2m wide x 2.6m high

 3. 2.5 long x 2m wide x 2.6m high

 They would be painted to match the surroundings.

4.3 The units would be positioned to the rear of the yard to minimise impact.

4.4 At the present time (summer 2023) this is a busy period for catering and the festival business. It is proposed the storage units would be on site until the end of the summer period (January 2024). The will then be removed.

1. **PLANNING POLICY**

5.1 The Policy Framework surrounding the application comprises the following documents:

* The Camden Local Plan dated 3 July 2017;

D1 – Design

D2 – Heritage

E2 – Employment premises and sites

A1 – Managing the impact of development

A4 – Noise & Vibration

The National Planning Policy Framework (2019):

* Section 11 – Making Effective Use of Land
* Section 12 – Achieving Well- Designed Places
* Section 16 – Conserving and Enhancing the Historic Environment
1. **PLANNING CONSIDERATIONS**

6.1 The main issues are:

* Whether there would be any significant impact on the Conservation Area; and
* Whether the proposed use would represent any impact on the local amenity.

6.2.1 **Impact on Conservation Area**

The site is located within Sub Area 1 of the Bartholomew Estate Conservation Area. It is located on the edge of the Conservation Area on land dominated by the operational Network Rail land.

The site represents land set aside for access to the railway and therefore was likely used when the railway was constructed. Over time various small structures have been built with most of the land operated by H&H Van Hire being used for open storage for hired vehicles.

The site when viewed from the highway is open in nature with one clad single storey building located to the rear of the land. The existing building and proposed temporary structure represent 25% of the overall storage capacity of the site and therefore approximately 80% of the site will remain open.

Within the Bartholomew Conservation Area statement there is no reference to this land in the document. It is noted the site does play a role in the Conservation Area. Given the location of the site and the qualities is possesses, its contribution to the Conservation Area is considered to be limited but still important.

Chapter 11 of the NPPF seek to encourage the efficient use of land. It does not define any quantum of scale. It also encourages the use of brownfield land in this assessment. The use of this land for storage facilities clearly makes more efficient use of the land and in this instance the land can clearly be classed as Brownfield Land.

Paragraph 199 of the National Planning Policy Framework 2021 (the Framework) advises that when considering the impact of development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. Paragraph 200 goes on to advise that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting and that this should have a clear and convincing justification.

Given the limited scale of the proposal, it is suggested the harm to be less than substantial in this instance but nevertheless of considerable importance and weight. Under such circumstances, paragraph 202 of the Framework advises that this harm should be weighed against the public benefits of the proposal.

The proposal represents an opportunity to provide a nearby storage facility in close proximity to the operation catering site (Camden Market). The site therefore contributes to the employment and complies with policy E2 which seeks to protect premise for continued business use. The sustainable location of the site also means less vehicle movements would be generated than using a site further away from Camden Market. Obviously supplying food facilities represents a significant public benefit.

The proposal would therefore not conflict with the Local Plan policy D2 which seeks to preserve and enhance the historic environment but also comply with National and Local polices which seek to promote a sustainable healthy economy.

6.2.2  **Impact on Local Amenity**

The baseline for consideration is the current situation on site being used by H&H Van Hire. Previously the site could store 7 vans at any one time. This would represent at least 14 vehicle movements per day, given vehicles were being repaired, serviced and valeted. The proposed storage use would likely reduce the vehicle movements from the site to once a month. This means the proposed use would lead to a significant reduction in movements leaving the site. It is considered this reduction in movements would mean less noise and disturbance to local residents; a considerable improvement to the current permitted use.

The nature and requirements of the use, the quantum of activity would be less than the current van hire use. The proposed use would represent a quieter and less noticeable use when compared to the sui generis, van hire use.

The proposal would comply therefore with Local Plan Policy A4 and National Policy ensuring the amenity of residents are protected. In conclusion the proposed change of use will lead to a reduction in use of the application site. The proposed use will cause minimal disruption to local residents and not negatively affect the local amenity of residents.

**7. CONCLUSION**

7.1 The proposed development seek permission for three storage units representing using on a small part of the storage yard.

7.2 The proposed use would result in considerably less impact on the locality and environment. This can be quantified in less vehicles leaving and arriving at the site compared to the current use. It would also result in a less impact on the local community because the storage of catering equipment by its nature only requires collecting and storing compared to multiple trips and movements of vehicles required for hire, servicing and repairs. No other activities are proposed on the site.

7.3 The potential impact on Bartholomew Conservation Area is considered to be limited based on the site’s location, close to an operational and busy railway main line and underground railway and due to the impact such a small site would likely generate.

7.4 The impact on the immediate local residential amenity is considered to be limited also. This is based on the generation of fewer vehicle movements from the site and the limited requirements caused by B8 storage use.

7.5 In summary the proposed use will not lead to any intensification from the current commercial use.

7.6 The Council is therefore kindly requested to grant planning permission for the described storage units at 107e Bartholomew Road, Kentish Town, NW5 2AR.

**APPENDIX A – Photograph**

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