

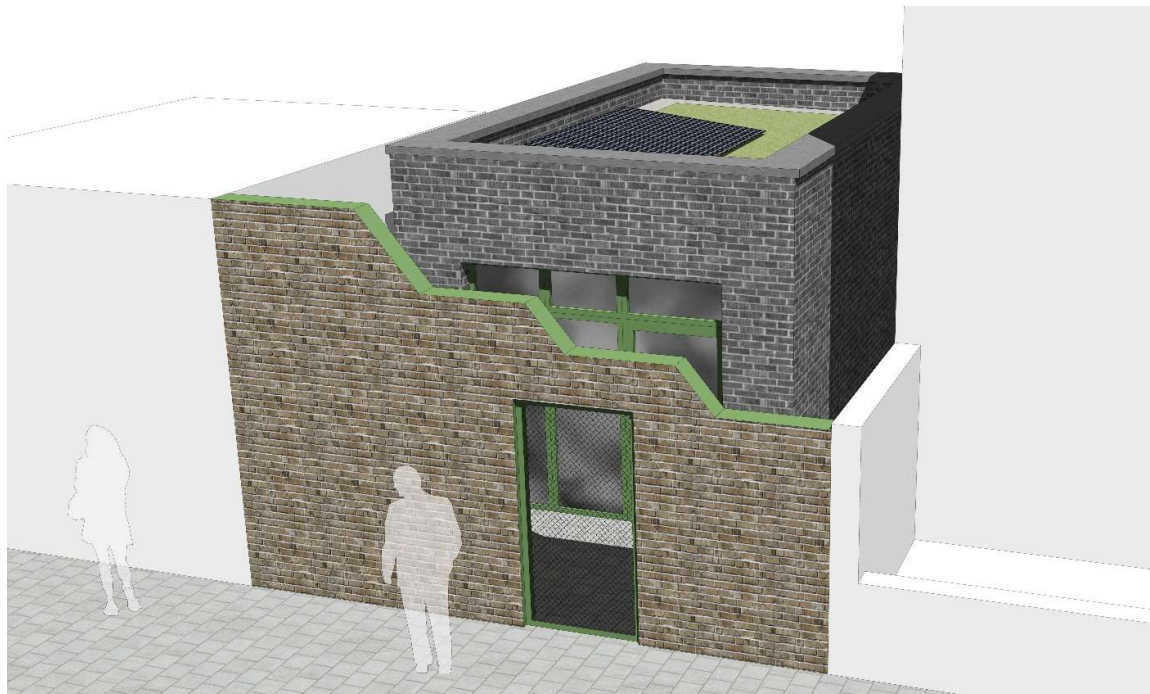


RAHUL TAHEEM LTD
39 Wakemans Hill Avenue
London, NW9 0TA

My Ref: 94AR.TP.002

Date: 14.01.25

Supporting statement for erection of a single storey commercial building with within the rear garden including erection of a new boundary wall, with access to the property from Delancey Passage and the installation of waste and cycle storage within the front garden at rear of 94 Arlington Rd, London, NW1 7HT



Illustrative 3d perspective

Proposal

The proposal is for the erection of a one -storey structure in the rear garden of 94 Arlington Road. The structure would facilitate a class E commercial unit in the form of offices. As part of the works a new boundary wall would be erected fronting Delancey Passage. Access would be provided from the passage to the new unit. The proposal is composed of facing brickwork which is informed from its immediate surroundings. The building has a parapet wall extending up vertically to conceal a part green roof and PV panels. A yard space is provided to facilitate cycle storage and waste provision.

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 positive 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 commonplace. The surrounding area is characterised by commercial and residential uses.

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.

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 passage-ways 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

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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 includes 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.

Appeal decision

The application follows appeal decision Ref: APP/X5210/W/23/3330963.

- The appeal inspector states "*Delancey Passage is a pedestrian access that runs along the back boundary of the rear gardens on Arlington Road. The buildings along the passage are mainly commercial, as it forms the interface between the two identified sub areas*". This highlights the suitability of commercial uses along the passage.
- The inspector asserted about the appeal scheme, "*due to its overall scale and massing the proposed dwelling would be noticeably higher than surrounding boundary treatments and would be prominent within the immediate context of Delancey Passage. Further, the scheme would introduce a large built form which would notably alter the garden character of the site. As a result, the proposed dwelling would appear as a prominent and incongruous feature which would detract from the open and verdant garden environment*". In relation to the current scheme the massing has been significantly reduced and is now only single storey. The building proposed is of a similar height to the existing boundary treatment. It would be marginally taller than the substation. A new boundary wall is proposed as part of the works. The building would be dwarfed by its immediate neighbour number 8. The overall footprint has been reduced and the proposal retains a substantial amount of garden space to the host property. This is consistent with the established character of the area. It is considered that the proposal is no longer incongruous and very much in keeping the intimate setting that is Delancey Passage.
- Regarding materials the inspector states "*I appreciate that the proposal would utilise a palate of external materials and design features that reflects other buildings in the wider area*". This highlights the suitability and appropriateness of using a material palette inherent to the immediate setting. The proposal would be composed of grey bricks matching those used on 3- 7 Delancey Street. This building flanks onto Delancey Passage. The windows would be a soft green colour as per the recent new build development on the opposite side of Delancey Street. A new brick boundary wall would be constructed from yellow bricks which match the rear and front elevations on Arlington Road. The choice of materials would be consistent with the site and setting.
- The inspector found that "*boundaries remain a significant element along Delancey Passage*". In this regard the proposal seeks to add visual interest to the boundary wall to enhance the visual appearance of the conservation area. Given the scale of the proposal the building would no longer obscure views of number 94 as previously mentioned in the dismissed appeal.

- Whilst the inspector raised concerns that the Metropolitan Police had regarding crime, this would be addressed by virtue of the fact that the proposal is now of a commercial use and would be used mainly during business hours which is consistent with other properties along Delancey Passage.
- Concerns relating to outlook and living accommodation are no longer relevant owing to the commercial use. In any case the current proposal offers good levels of natural light through the use of large windows and a glazed door.
- The inspector notes the need for a legal agreement to secure car free development. It would be highly likely owing to the setting, the use and PTAL rating that most trips would take place on foot or public transport. Should a legal agreement be required the applicants would be happy to secure as such.
- The appeal inspector states with regard to the council and the dismissed scheme “*that council have also raised no concerns regarding the living conditions of neighbouring occupants in terms of daylight, sunlight, outlook and noise and disturbance*”. Given the substantial reduction in mass scale and bulk it is fair to state that the proposal would not give rise to any adverse impacts on residential amenity. As previously stated, the scheme is for a commercial use and would be used during business hours. Any associated noise would be compatible with the surrounding area.

Preplanning application

Pre app discussions have been had under reference 2024/4407/PRE. The pre app response is contained within the appendix of this report. The pre app was positive and supported the proposal.

Relevant policies

National Planning Policy Framework (2023)

The London Plan (2021)

Publication London Plan 2020

Camden Local Plan (2017)

Growth and spatial delivery

Policy G1 Delivery and location of growth

Community, health and wellbeing Policy C5 Safety and security Policy C6 Access for all

Economy and jobs

Policy E1 Economic development

Policy E2 Employment premisses and sites

Protecting amenity

Policy A1 Managing the impact of development Policy A3 Biodiversity

Policy A4 Noise and vibration

Design and Heritage Policy D1 Design

Policy D2 Heritage

Sustainability and climate change

Policy CC1 Climate change mitigation

Policy CC2 Adapting to climate change

Policy CC3 Water and flooding

Policy CC4 Air quality

Policy CC5 Waste

Town centres and shops

Policy TC4 Town centre uses

Transport

Policy T1 Prioritising walking, cycling and public transport Policy T2 Parking and car-free development

Policy T3 Transport infrastructure

Policy T4 Sustainable movement of goods and materials

Delivery and monitoring

Policy DM1 Delivery and monitoring

Camden Planning Guidance

CPG Design (2021)

CPG Energy Efficiency and Adaption (2021) CPG Amenity (2021)

CPG Transport (2021)

Camden Town Conservation Area Appraisal and Management Strategy 2007

Principle of development

The proposed use of the site is for offices, namely a premises suitable for start-ups, small and medium-sized enterprises, including managed affordable workspace. The buildings along the passage are mainly commercial, as it forms the interface between the two identified sub areas and the existing land is undeveloped. Whilst the previous application 2023/1888/P was refused for the loss of garden space, this application addressed this issue by retaining more than 60 percent of the rear garden. The existing garden area is approx. 94m². The retained area 56m². This equates to 59.57%.

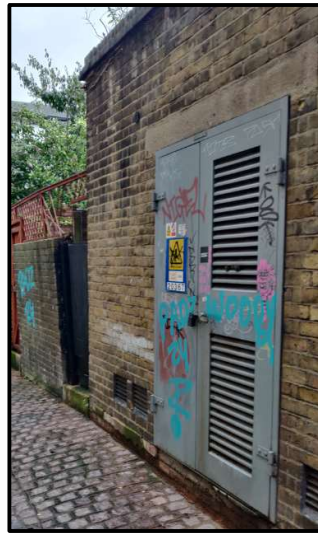
The proposed use and setting are supported by Council's employment policies. Those which are relevant are Policy E1 which supports proposals for the intensification of employment sites and premises where these provide additional employment and other benefits in line with Policy E2 and the principle of the site being in commercial use suitable for SMEs and local businesses. The site in this case is in a central London location and is considered acceptable in land use terms. The proposal would provide commercial floorspace to allow 17.3m² (GIA). This would meet the requirements of policy E1 and would be considered acceptable. Additionally having a range of sites and premises across the borough to suit the different needs of businesses for office space, location and accessibility is vital to maintaining and developing Camden's successful economy. An increase in the number and diversity of employment opportunities is fundamental to improving the competitiveness of Camden and of London. Thus, the Council wants to encourage the development of a broad economic base in the borough to help meet the varied employment needs, skills and qualifications of Camden's workforce. The proposals involve the erection of a single storey building within the rear garden of 94 Arlington Road to provide an additional 17.3m² of commercial floorspace, which would constitute a small development. As the site is located within the Central London Area, extensions of this size are considered acceptable in line with policy E2. In light of the above, officers were in support of the use of the site as commercial as documented in the pre app.

Conservation and design

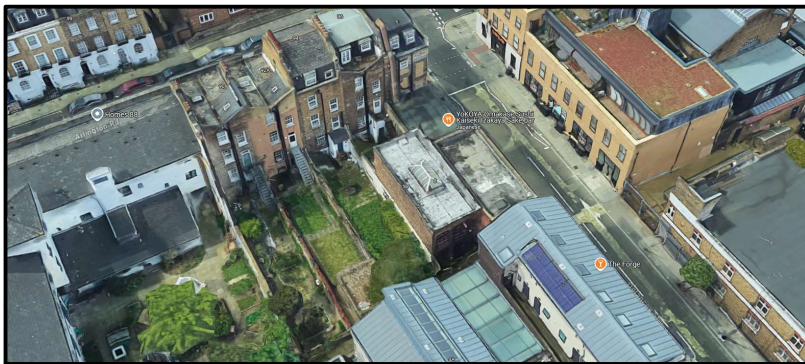
94 Arlington Road has been identified as a building that makes a positive contribution to the Camden Square Conservation Area. The building proposed is of a similar height to the existing boundary treatment and would be a subservient addition. It would be marginally taller than the neighbouring substation at 92 Arlington Road. The proposed addition would be significantly less bulky than number 8 Delancy Passage which is two storeys. On this basis the addition is modest and suitable for the site and setting.



Existing boundary treatment



Existing boundary treatment, No 8 and substation



Aerial view of the site and context

A new boundary wall is proposed that would facilitate entry to and from the building along Delancey Passage. In terms of its design the proposed building would be proportionate within the garden setting given the scale of the buildings on the neighbouring sites and the fact that the proposal retains a substantial amount of garden space to the host property. This is consistent with the established character of the area as seen in the aerial image above. It is considered that the proposal would be in keeping the intimate setting that is Delancey Passage.

In terms of detailed design, the current scheme is driven by an analysis of the existing building and the surrounding context and would be built using grey bricks similar to the brickwork at used at 3- 7 Delancey Street which flanks onto Delancey Passage. The proposed windows would be a soft green colour as per the recent new build development on the opposite side of Delancey Street. A new brick boundary wall would be constructed from yellow bricks, which match the rear and front elevations on Arlington Road. The proposal is sensitive to its surroundings and the conservation area as a whole.

The boundary treatment is a significant element along Delancey Passage. In this regard the proposal seeks to add visual interest to the boundary wall to enhance the visual appearance of the conservation area by articulating interest in the profile of the boundary wall. Given the scale of the proposal the building would no longer obscure views of number 94. As per the pre app advice the introduction of window openings in the boundary wall have been omitted from the scheme to preserve the character and appearance of the Camden Town Conservation Area.

It was agreed at pre app stage that the scheme appears to be the most rational way to treat the proposed building as it matches the materiality of the host buildings in close proximity to the site and respects the overall composition and architecture of the host building by being subordinate in terms of any addition. It is to be noted that the proposal does not involve the provision of any plant or machinery owing to its modest scale.

Overall, the proposal for the commercial property in the rear garden of no 94 Arlington Road is considered acceptable in principle of the site, in terms of both massing and land use the proposal would optimise the efficient use of land whilst improving the design and appearance along Delancey Passage.

Neighbouring residential amenity

A sunlight and daylight report has been submitted alongside the application. Based on the orientation and the site layout, windows facing the proposed single-story building, within the adjacent properties; 94 Arlington Rd and 8 Delancey Passage were tested to assess the impact of the proposed development on them, in terms of daylight and sunlight. Results indicate there will be no adverse impact on the neighbouring residential units at 94 Arlington Road in terms of daylight and sunlight.

8 Delancey Passage is a commercial building consisting of two floors, the ground floor has two windows on the party wall parallel to the proposed dwelling, with no rights on the title. Nevertheless, those two windows were tested, results indicate a medium impact in terms of the VSC on the ground floor level, and negligible impact in terms of APSH and sky view. With no impact overall on the first floor. It is noted that number 8 is a commercial premises and not residential.

The gardens of 96 Arlington Road and 94 Arlington Road were tested in terms of shading. Results indicate that the proposal has no impact on the gardens, and BRE recommendation are met.

The proposal does not have any detrimental impact to nearby residential amenity given the distance from neighbouring residential properties and the restricted use of the site. Overall, any external amenity effects associated with the proposed works are considered acceptable. As previously stated, the scheme is for a commercial use and would be used during business hours. Any associated noise would be compatible with the surrounding area.

Transport and highways

In line with Policy T1 of the Camden Local Plan, the council expect cycle parking at developments to be provided in accordance with the London Plan standards. For offices, the requirement is for 1 space per 75 sqm for long stay and 1 space per 500 sqm for short stay. The proposed development falls below the threshold at which cycle parking would formally be required. Nevertheless, 2 spaces are being proposed in the form of a vertical cycle locker which is the only feasible solution. A horizontal locker would not fit on the site. Should the council not accept this approach the locker can be omitted from the proposal.

In line with Policy T2 of the Camden Local Plan, which seeks car free development across the Borough, the new commercial unit should be secured as Business parking permit (car) free by means of a Section 106 Agreement. This will prevent the future occupants from adding to existing on-street parking pressures, traffic congestion and air pollution, whilst encouraging the use of more sustainable modes of transport such as walking, cycling and public transport. The applicant has already indicated at pre app stage that they are willing to enter into such an obligation.

On balance, given the modest scale of the proposals, it is considered that the proposed development can proceed without recourse to a Construction Management Plan and associated contribution and bond. Deliveries to the site can take place from the single yellow lines on Delancey Street, a short distance from the site. All materials will be transferred from the waiting vehicle by wheelbarrow or hand via Delancey Passage in a careful manner during construction.

Sustainability

The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. Non-domestic developments should therefore achieve the minimum 'Be Lean' stage improvement of at least a 15% improvement on Building Regulations from energy efficiency as set out in the new London Plan. The Council promotes zero carbon development and requires all development to reduce carbon dioxide emissions through following the steps in the energy hierarchy. The Council aims to tackle the causes of climate change in the borough by ensuring developments use less energy and through the use of decentralised energy and renewable energy technologies. Policy CC1 requires all development to minimise the effects of climate change and encourages all developments to meet the highest feasible environmental standards. It requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible. Policy CC2 requires development to be resilient to climate change by adopting climate change adaptation measures.

Policy 5.2 of the London plan requires development to be designed in accordance with the energy hierarchy: be lean (use less energy), be clean (supply energy efficiently), be green (use renewable energy). In addition chapter 5 of the London Plan sets out the need for schemes to secure a minimum 35% reduction in regulated CO2 emissions below the maximum threshold allowed under Part L 2013. The Council expects zero carbon development, with at least 35% reduction to be made on-site. A carbon offset contribution would be required for the shortfall. This would be used to secure the delivery of carbon reduction measures elsewhere in the borough.

An energy and sustainability report has been submitted. This report addresses the relevant planning policies with regards to Camden's Core Strategy, Camden's Planning Guidance (CPG) and London Plan. Moreover, it demonstrates compliance with Part L 2021 of the Building Regulations. It is important to highlight that Part L 2021

adopts a 30% uplift in CO2 emission standards compared with Part L 2013. Opportunities to connect the planned development to existing or future decentralised heat distribution networks have been investigated with reference to the London Heat Map. No networks exist within 500m of the site. Due to this and the size of this development, it is unfeasible for the site to cater for a connection for decentralised future district heating network. The proposed unit has an area of 17.3m², nevertheless calculations has been carried out to insure energy and carbon reduction. The 'be lean' stage achieved a 6% reduction over Part L 2021 baseline. At the be 'be green' stage renewable technology was incorporated, PV panels were chosen based on their suitability, a 1.35kWp system, total of 3 horizontal panels, are proposed, resulting in a 37% CO2 reduction. Total cumulative savings are 43% compared to the Part L 2021 baseline.

Cooling and Overheating

All new developments will be expected to submit a statement demonstrating how the London Plan's 'cooling hierarchy' has informed the building design. Any development that is likely to be at risk of overheating will be required to complete dynamic thermal modelling to demonstrate that any risk of overheating has been mitigated. With climate change already meaning that the country is experiencing higher than average temperatures and more severe hot weather events it is imperative that developments are designed to minimise overheating.

Camden Council's cooling hierarchy has been followed by using the principles for reducing heat in the proposed building. The proposed building aims to rely only on passive measures to cool the building with no active cooling. This is achieved by:-

- Reducing heat entering the buildings through energy efficient design; The proposed building aims to improve the fabric performance to reduce the heat gains through the fabric, this is by reducing the conduction through the external walls and the roof by adding insulation, where a green roof is proposed adding an additional layer to protect the dwelling from the external elements. Moreover, high specification double glazing is proposed to reduce the solar transmission through the glazed areas, a g-value of 0.63 has been proposed to reduce the solar gains and the risk of overheating. Finally adding shading elements such as opening recess.
- Reducing internal heat generation; by using energy efficient design, low energy lighting and equipment.
- Use natural cooling; sufficient amount of openable area to allow for sufficient natural ventilation.
- Exposed thermal mass, helping to stabilize temperatures.

Nature conservation, Biodiversity net gain and arboricultural Impacts

The construction phase of development, including the movement of works vehicles, would need to be planned to avoid disturbance to habitats and species and ecologically sensitive areas, and the spread of invasive species. The proposal is subject to the de minimis exemption as it falls below the threshold for biodiversity net gain. No trees within 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.

Air quality

Camden Local Plan policy CC4 seeks to ensure the impact of development on air quality is mitigated and ensures that exposure to poor air quality is reduced in the Borough. Given the very modest nature of the proposed works it is considered that air quality will not be adversely impacted.

Fire Safety

The following considerations have been given during the design stage and remain subject to the satisfaction of building control and a fire consult at the relevant time and should permission be granted.

- The building falls within purpose group 3, offices.
- The building is a single storey structure and no more than 4.5m above ground level.
- The overall building height is less than 11m.
- Linked smoke alarm detection system to be provided to BS EN 14604 and BS 5839-6:2019 to at least a Grade D2 category LD2 standard.
- Any window or door openings will meet the conditions in Diagram 11.5 in Part B (small, unprotected areas), and the rest of the wall should be fire resisting from both sides. External surface materials facing the boundary should be class B-s3, d2 or better.
- 30-minute fire resistant cavity barriers are to be provided around openings and at tops of walls.
- The green roof proposed will have a fire break.
- The surface linings of walls and ceilings will meet the European Classifications of linings detailed in Table 4.1 of Approved Document B.
- Elements of the structure will achieve 60 mins resistance (REI 60).
- Services will be fire stopped through the use of intumescent sleeved/collared or encased.

- The number of exists i.e. one is sufficient for a building of this scale.
- Escape is possible to suitable refuge points along Delancy Street.
- Escape signage and emergency lighting is proposed to the new building.
- A fire engine has potential to access all parts of the proposal within 45m from the highway.

Statement by

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For and on behalf of

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