

Design and Access Statement

Full Planning Permission December 2013

138-140 Highgate Road London NW5 1PB

BROOKS / MURRAY ARCHITECTS

Part 1 Design

1. Introduction

This Design & Access Statement has been prepared to accompany an application for Full Planning Approval for the proposed redevelopment of the site at No. 138-140 Highgate Road, London. The site sits within the Darthmouth Park Conservation Area. This Design & Access Statement should be read in conjunction with the reports and drawings submitted with this application.

This application is for the demolition of the existing petrol station and the construction of a fourstorey residential building with basement.

2. Site Context

A. Broad Site Context

Highgate Road runs from Kentish Town underground station north up to Parliament Hill where it becomes Highgate West Hill.



The site is located on the east side of Highgate Road.



The site is within walking distance Gospel Oak, Kentish Town and Tufnell Park tube stations.

B. Local Character

The site is located in the Dartmouth Park Conservation Area. The area is defined by two important roads, Dartmouth Park Hill on the east and Highgate Road on the west. Highgate Road is one of the oldest in the area, with a wide range of architecture ranging from 18th century Georgian terraces to present day contemporary houses.

The Conservation area is mainly residential with a semi-rural quality. The area has a large assortment of buildings including cottages, large mansion blocks, and Victorian villas, with public amenities scattered throughout.

C. Application Site

The application site marks the end of a green strip on Highgate Road just before the railway bridge; the open spaces to either side are designated green areas. We have consulted Land Use Consultants who have put together a report on the habitat corridor running through the site.

On approach from the south the site is obscured by the railway bridge and can only be seen once the bridge is passed. Opposite the site is a row of varied Victorian terrace houses. The row is mainly commercial on the ground floor with residential use above. To the rear of the site is Denyer house, a large residential six storey Georgian block. The building is positioned at a higher level above the site.

The site is listed in the Darthmouth Park Conservation Area Appraisal and Management Statement as 'having a negative impact in the area', and 'would benefit from redevelopment to contribute more positively to the Conservation Area.'

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The site is currently occupied by a 4.3 meter high garage building which has a covered court yard; the canopy is 5.5 meters above the level of the pavement.





A section through the road shows the level difference between the front of the site and the rear is 2.3 meters. Denyer house to the rear of the site is a 6 storey building (6th floor in the roof). Southampton House academy on the west side of Highgate Road is a 4 storey building with a lower ground floor.



Photo of garage looking up Highgate Road



Photo of garage looking down Highgate Road with Denyer House behind

3. Existing Site Analysis



Map showing location of different building types along Highgate Road

Building Type 1 Setback Townhouse



This building type is the most common type on Highgate Road, along Highgate Road and typically on the east side. This would is opposite the site. This would be a suitable building type for the be a suitable building type for the proposal.



Building Type 2 Retail ground floor / residential above



This building type is common proposal.

Building Type 3 Retail ground foor / Set back residential above



This building type is common along Highgate Road and is opposite the site. This would be a suitable building type for the proposal.



Building Type 4 Mews



Mews are near to the site, clustered in one area to the south of the railway. This would be an unsuitable building type for the proposal.



Building Type 5 Setback residential



This building type is to the south of the railway. It has little active frontage and extends far along Highgate Road.



Building Type 6 Tall building surrounded by open space



Renovated warehouse

Building Type 7



Building Type 8 Unique stand-alone building



The existing church near to the site has been refurbished for residential use.









Several buildings near the site are tall buildings in the middle of open land. This does not address the immediate context and is unsuitable.



There are many refurbished existing warehouses looking over Highgate Road.



The analysis of the existing building types in Dartmouth Park and along Highgate Road indicates several building types. The most suitable for the site would be Building Type 1, 2 and 3. These types would be most sympathetic to the Conservation Area and provide an opportunity to address the immediate context most appropriately.



Elevation of Grove Terrace



Solid and voids in the existing elevations alongs Highgate Road



Vertical rhythm in the existing elevations along Highgate Road

To address the immediate context, an analysis of the predominant building type (Building Type 1) was carried out to determine the elevational context along Highgate Road. A clear hierarchy is shown where the ground floor has a different definition to the upper storeys and has larger, more frequent openings. Floors above the ground floor have a regular pattern of windows with a clear vertical rhythm. And lastly, the upper most storey has a shorter window opening, often set into the roof pitch.



A detailed study of the front elevation of the townhouse type building on Highgate Road

3. Pre-application Advice

Pre application advice has been sought. The reference is 2013/4039/PRE. The planning officer is Sara Whelan. The scheme that was tabled at the pre application was the demolition of existing canopy and associated petrol garage, redevelopment of the site to provide mixed use retail and residential. The building would cover the site and be approximately seven stories high. The residential access would be opposite Denyer House and the retail would front onto Highgate Road.

The response from the planners are summarised below:

1. Demolition

Conservation area consent would be needed for their removal. Demolition is likely to be acceptable subject to the replacement building enhancing the character and appearance of the site to an appreciably greater

extent than those existing.

2. Principle of redevelopment

An historic and inherent characteristic of this part of the Conservation area is the 'common land' of which the site forms a part. This forms an established open space and provides a boundary beyond which development and particularly residential development is laid out. The open space adds to the historic development of the area and is considered to be of significant value In this regard whilst the Council could welcome the removal or replacement of the existing structures the redevelopment of this site is problematic for any building which is not ancillary to the open space and which is not low level and which would not preserve the openness of the open space.

3. Public/private Open Space

Any redevelopment would need to address policy CS15 which states that the Council will only allow development on sites adjacent to an open space that respects the size, form and use of that open space and does not cause harm to its wholeness, appearance or setting, or harm public enjoyment of the space. The Council will consult with English Heritage over proposals affecting Parks and Gardens of Special Historic Interest. The Council will also encourage the restoration and management of Parks and Gardens of Special Historic Interest and London Squares to enhance their value.

4. Height Bulk, Mass and Footprint

Importantly the Council consider that the existing structures and buildings on the site to be a negative feature because they exist in a location where there should be no built development. However the diminutive scale and simple canopy of the petrol station forecourt retain views through and over the site. As such whilst the existing site is relatively unsightly its scale and form does not unduly impact on the wholeness, setting, or harm public enjoyment of the adjoining open space. Any development which increase the scale or density of development on the site is likely to harm would harm the wholeness, setting and harm public enjoyment contrary to policy CS15. Redevelopment is likely to be best achieved by focusing low rise development, of a similar scale as existing that allows the open space to remain and not be dominated by any development.

5. Use

In Urban Design terms the use of the site would have a significant impact on the character and appearance of the conservation area and protection of open space.

The existing public use or a community use is considered appropriate however the use of land for residential is considered to impact on the character and established pattern of development in the Conservation area and is considered less appropriate in urban design terms. If residential use can be justified then it should be ancillary and subordinate to another community or public use on the site. At present the principle of residential housing on the site is not considered to have been justified

6. Trees

The trees in close proximity to the site are considered to be of significant value to the character and appearance of the area. These trees should be retained as part of any development inline with policy N8. Any works to treesshould be informed by 'Guide for Trees in Relation to Construction' (BS 5837:1991). There are large and significant trees which partially overhang the site. The crown of the tree would need to be cut back. Further detail would be required on how much pruning would be required to determine whether the health and appearance of the tree would be damaged by such work. There is likely to be ongoing pressure to prune this tree due to loss of light when it is in leave if there are windows of living rooms etc on this façade. Due to the levels and retaining structures on the garage site I suspect that most of the roots from the tree are contained within the open space although the architects may be required to dig some trail holes on the garage site to confirm this. Once further details of the trees surrounding the site have been submitted the Council can assess the impacts in more details.

7. Detailed Design/Materials

The use of high quality materials that relate and respect to the character and appearance of the surround area is essential. To help alleviate the impact of the development on the established pattern of development around the square, any scheme should appear as a contemporary and non-residential in its appearance. There is also added advance in designing a highly eco friendly/sustainable development in this location.

8. Proposed Redevelopment scheme

The proposed designs are not considered to meet the parameters outlined above due to their excessive height, bulk, footprint and the domination of residential units. The scheme fails to understand or positively respond to the architectural and historic context of the area. The scheme would result in significant harmed being caused to the Conservation Area and adjoining designated open space. The proposal fails to demonstrate that the substantial harm is necessary to achieve substantial public. In this regard the applicants have failed to demonstrate the scheme would comply with our policies or the NPPF.

9. Land use and proposed residential

It is not clear what the existing use of the property is, it may be a B2/B8 use which is protected by policies CS8 and DP13, which seek to safeguard employment uses (existing employment sites and premises that meet the needs of businesses and employers). Therefore the change of use to residential and a mixed use development may not be acceptable due to the loss of B2/B8 employment floor space. Notwithstanding the above and the impact of residential on the character and appearance of the area in urban design terms, residential accommodation is a priority use in the Councils Local Development Framework and would ordinarily be welcomed. However it is noted that the balance of providing residential accommodation would not be at the cost of the conservation and heritage considerations, in this case impact on Dartmouth Park Conservation Area and setting of listed terrace as well as impact on public open space. It is noted that the residential layout is indicative at present but the inclusion of a mix of units is welcomed including family sized units at the lower levels. Considering the size of the proposed building it would appear that most units can achieve dual aspect which is important considering the orientation of the building and the noise sensitive areas such as the elevations fronting the railway and Highgate Road. The size of the residential units should comply with the guidance laid out in our Camden Planning Guidance and a daylight and sunlight report should be submitted which demonstrates that all habitable room windows achieve the appropriate levels of amenity. This will be particularly important on the elevation facing Denver House. It will also be important to demonstrate that proposed residential units have sufficient privacy and that they would not be overlooked by the pedestrian route to the east of the site or public open space to the north or south.

This proposal currently exceeds 10 units and therefore an affordable housing contribution would be required on site. The proposed residential units should include an element of private amenity space on site. It is also suggested that any areas of flat roof could be utilised efficiently as areas of amenity. However in the current scheme the use of the roof as a garden would exemplify the buildings height and prominence.

A noise survey should be submitted demonstrating that the proposed residential units would have sufficient levels of amenity inside the proposed properties taking account of the road and rail noise in the area.

It is noted that the proposed residential access would be to the east fronting Denyer House, it would be overlooked by windows above the entrance however consideration should b given to the community safety of this entrance. The relevant Core Strategy policy to consider is CS17. Please also see CPG1 Ch9 and CPG8 Ch5.

Given that the proposals would represent a major development you are advised that a Crime Impact Assessment would be required to be submitted (within the Design and Access Statement). Moreover, you are encouraged (although this would not be a statutory requirement) to engage the Council's Crime Prevention Design Advisor Adam Lindsay (Adam.Lindsay@met.pnn.police.uk) prior to the submission of any application.

A commercial unit is proposed on the ground floor it is shown as 510 sqm, no details of a specific use class has been suggested as yet. The proposed commercial unit would need to be carefully considered, it is located opposite a Neighbourhood centre which is not functioning well. The parade of retail shops on the opposite side of the road have a high vacancy rate and any proposed commercial use would need to be assessed in consideration of what impact this may have on the existing retail parade. In addition the servicing of the proposed commercial unit would need to be carefully considered as it is located on a busy road and it would not be appropriate to service from the east side as this is the residential entrance and would conflict with the residential uses of Highgate Road Baptist Chapel and surrounding neighbouring properties.

It is likely that the site will contain contamination of the site and will need to be thoroughly cleared before any redevelopment especially residential development is taken forward.

To meet policy DP9 it would be expected for 10% of the rooms to be accessible, of which normally it would be sought for 5% to be provided from the outset and a further 5% to be easily adaptable. In addition all new homes should meet the lifetime homes standards. The proposed residential units should have sufficient waste and recycling storage in accordance

with our Camden Planning Guidance and policies CS18, DP22 and DP26

Comments from the meeting on 22nd August 2013.

For further information on Planning policy refer the Planning Statement by KR Planning Ltd.

4. Community Involvement

4.0 Community Involvement

The design team sought to engage with the local community to prepare a suitable and appropriate design for the site. As such, a company specialising in community consultation, Curtin & Co, were appointed to arrange and accurately report on the consultation of the residents, community representatives and stakeholders. By arranging meetings, two public consultations, sending letters and canvassing, the views and opinions were able to be passed on to the design team effectively. Public consultation has been an important process in the development of the scheme. The following views and modifications were made to the design as a result of engaging with the community:

- 1. Many local residents viewed the existing petrol station as an eyesore and that the site could take residential building.
- 2. Residents in Denyer House were opposed to the idea of a block of flats and had a strong preference for lower buildings. Therefore the proposal was reduced from seven storeys to four.

- 3. Residents were concerned that parking on nearby streets was already over-used. Therefore, the proposal has onsite basement car parking.
- 4. The original design was considered to be too homogenous therefore the design developed in the following ways: the mass broken down such that there are two rows of houses with external amenity space in between, the elevation treatment has been well considered to address the street and open space, seven new semi-mature trees have been introduced, the building line has been set back at the front and rear.
- 5. Residents of Denyer House were also concerned about looking onto balconies. Therefore, the design positioned the balconies and external amenity space of the proposal into the middle of the site looking away from Denyer House.

Refer to Statement of Community Involvement by Curtin & Co for a full report.

5. The Proposed Scheme



View of proposal from Highgate Road (south)



View of proposal from Highgate Road (north)

5.1 Land Use Principles and Layout

The proposal comprises of nine new dwellings for The London Borough of Camden on the site of an existing Petrol Station. The new residential accommodation takes the form of eight townhouse style buildings back to back with amenity space in between. Four of the eight units face south west onto Highgate Road. These are opposite existing residential buildings with retail at ground floor. A further four new units face north-east towards Denyer House, an existing residential building. One of the units facing Denyer House is split into two Maisonettes, making a total of nine residential units overall. The site slopes upwards along Highgate Road as well as upward from Highgate Road towards Denyer House providing issues of level access which will be addressed.

With the back to back arrangement of the new dwellings and their building lines setback from the street edge, residents are afforded a private garden and access from the street. Seven of the units are four or five bedroom family units and the two maisonettes are two and three bedroom units. All units have level access and conform to The London Housing Design Guide as well as Lifetime Homes standards. The two maisonettes have been designated as affordable housing with one of the units sized to accommodate a Wheelchair user. This unit conforms to the Wheelchair Housing Design Guide. Parking is provided in a secure basement along with dedicated secure cycle storage for 18 spaces. Discrete external refuse stores are adjacent to the kerbside for collection.

UNIT	TYPE	HABITABLE	PERSONS	GIA [square m]	GIA [square ft.]	BIKES	REFUSE
		ROOMS					[cubic m]
1	4bed house	6	6	167.4	1802	2	0.56
2	4bed house	6	6	198.9	2141	2	0.56
3	4bed house	6	6	198.9	2141	2	0.56
4	3bed house	5	5	164.0	1765	2	0.56
5	4bed house	6	6	167.4	1802	2	0.56
6	4bed house	6	6	198.9	2141	2	0.56
7	2bed maisonette	3	4	95.7	1030	1	0.56
8	3bed maisonette	4	5	93.4	1005	2	0.56
9	3bed house	5	5	141.1	1519	2	0.56
TOTAL RESIDENTIAL		47	49	1425.7	15346	17	5.04

5.2 Footprint, Scale, Mass and Height

The new houses have been designed to respond sensitively and appropriately to the immediate neighbours as well as its location within Dartmouth Park Conservation Area. The proposal addresses key concerns such as footprint, scale, mass and height in the following ways;

5.2.1 Footprint

The building typology analysis earlier in this report has identified that the townhouse (with a setback of approximately 5m) as one of the most prevalent existing building types along Highgate Road. The proposal continues to use this existing typology with a setback to establish a similar grain to the existing urban environment. The footprint is determined in this manner and can be seen in the diagram below. This footprint allows for each house to have a private defensible garden space at ground level and affords space for new semi-mature trees.



The existing prevalent building typology is set back from street with amenity in between.

5.2.2 Height

The proposal is four storeys above ground and is a similar height to the existing buildings on the opposite side of Highgate Road. In reference to the diagram below, the proposal is lower than many buildings in the area including Denyer House to the rear which is 6 storeys. In that, it can be said it is far less imposing on the streetscape than many existing buildings.





The design team has also been in consultation with local residents and as a result, the proposal has been reduced by three storeys from an original seven. Refer also to reports by Curtin & Co.

5.2.3 Mass and Scale

The proposal creates a new enclosure and definition to the adjacent streetscape. In determining if the mass and height are at an appropriate scale for creating this enclosure, the Urban Design Compendium has been consulted. The Compendium recommends that a suitable ratio between the height (of the building) and the width (of the street) be no more than 1:3, and no less than 1:1.15. See table below.

Table 5.2 Height to width ratios						
	Maximum	Minimum				
Mews	1:1.5	1:1				
Streets	1:3	1:1.5				
Squares	1:5	1:4				



The ratio of the new proposal is 1:1.6 and 1:1.7 which is within these specified parameters. Therefore we would conclude that the new proposal creates *enclosure* to define a streetscape meaning it is of an appropriate mass and scale for the surrounding area. Furthermore, the height of the proposal is such that it infills a gap along the line of the canopy tree line and as such links the two spaces as opposed to having a missing piece.



Sketch Proposal: Taking inspiration from the existing building typology to develop a set back from Highgate Road and central amenity space.



The proposal infills a gap along the line of the canopy level.

The most important element in achieving successful *enclosure* is for elevation treatment of the new building to address the immediate area. Something that the existing petrol simply does not do. In this regard, the proposed front and rear elevation would need to have active frontage, addressing the street opposite. And the elevation facing the open spaces would need to be carefully articulated to a positive effect.

Lastly, to further break down the mass, there is a contemporary pitched roof on the front and rear elevations of the town houses. Not only is this reflective of the existing prevalent building typology and designed to break down the massing, but it reduces the overall impact on the adjacent open areas and reinforces the residential scale of the proposal.



View from Highgate Road (south)

View from Highgate Road (north)



Views from pedestrian route (north)

Views from pedestrian route (south)

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5.3 Open Space, Trees and Ecology

The pre-application advice has identified that the open space and trees adjacent to the open space as being an important issue for any new proposal. Therefore the design has included additional open space along the front and rear set-back with semi-mature trees. This links the two open spaces and affords a clear line of sight from one to another.

5.3.1 Bats

A specialist bat survey and report was carried out to establish any bat activity in the area. 'Very low levels' of bats were recorded suggesting 'the site was not an important movement corridor for bats'. Nonetheless, the proposal seeks to introduce seven new semi-mature trees to improve habitat corridors and ecological linkages that secure biodiversity in Camden. Not only will the trees be used as habitat for bats in their own right, the trees will reduce light pollution from Highgate Road to the same effect. Moreover, consideration will be made to using UV filters on new lighting to further encourage bats, particularly at the rear set-back where it is further from Highgate Road. The level of street lighting and luminance will be carefully considered to balance the need for night time safety as well as boost bat activity. On the whole, bat activity is very low in the area and it was recommended no further survey work in relation to bats was required.

5.3.2 Ecology

In addition to encouraging bat activity, the proposal seeks to use a green roof to further enhance and attract the ecological amenity of the area. The roof also has Photovoltaic Panels to meet Camden's renewable energy target. And although shading from these panels reduces plant growth beneath them, it increases rainwater to the front of the panel and provides an opportunity for a range of vegetation to further advance the roof's biodiversity. Moreover, the panels provide shading to encourage habitat.



An example green roof

5.3.3 Trees

The existing trees in the open space adjacent to the site have been identified in the Pre-Application Advice as being of significant value. As such, an Arboricultural Impact Assessment and Tree Protection Plan has been prepared by an Arboricultural Consultant to provide the necessary detail. Refer to the report by *Bosky Trees*.

The footprint of the proposal has been designed with the intent of providing a set-back to the front and rear elevations to introduce seven new semi-mature trees. These new trees will be a visual and ecological amenity for the local residents and immediate area. And compared to the existing concrete forecourt petrol station which lacks any green space and trees, it is a significant increase in *green* amenity.

The new semi-mature trees will be between 8-15m in height. In providing these trees, there will be a 'moderate' quality multi-stem tree removed which has been described as having poor rooting but some visual appeal. Two groups of 'poor' trees and shrubs of between 2-3m would be also be removed. These were described as having limited value and few merits.

The overall principle is to provide an open streetscape with new green space and trees along Highgate road as well as to the existing pedestrian route at the rear. And with the addition of private gardens and a green roof, the proposal will be an appropriate response to the site and local area with regards to trees, open space, trees and ecology. Lastly, the existing trees adjacent to the site will be protected during construction and a Tree Protection Plan has been prepared.

5.4 Daylight and Sunlight

The new proposal sits between Highgate Road and Denyer House therefore a daylight and sunlight analysis has been carried out by David Maycox & Co. Refer to their report for full details. The report shows that *'the loss of daylight that will be caused is within the acceptable guidelines of the BRE Report.'* See the diagram by the British Research Establishment below. Further to consultation with local residents and the Daylight and Sunlight Consultants, the design has been modified to reduce the impact of the proposal. The deliberate move to include a pitched roof serves to reduce the impact further as well as perform to establish motive for building typology choice and to break down massing

5.5 Overlooking and Layout

5.5.1 Layout

The layout of the units on the site is such that there two rows of townhouses; one row of four facing Highgate Road and one row of four facing the pedestrian route at the rear. This is a deliberate move to give active frontages to these elevations and is relevant pursuit for the following reasons;

- The existing site makes no attempt to address the rear pedestrian route at all, in fact a 2m blank brick wall faces it at present.
- Similarly, the existing front elevation facing Highgate Road is that of a petrol station forecourt. It makes no attempt to connect to the Character of Dartmouth Park or the long elevation of Highgate Road up to Highgate West Hill and down to Kentish Town.
- To create a new streetscape along Highgate road provide a positive front. A tree lined route in the setback next to the walkways will give additional amenity and connect visually to the grain and character of Highgate Road. In addition, an active frontage will address concerns of safety through introducing passive surveillance.

In doing this, there are two new dwellings types. Firstly, those on the *corner* of the proposal of which there are four. Secondly, those in the *middle* of which there are also four. Note again, that one of these 'middle' units are split into two maisonettes.

The *corner* units benefit from dual aspect in terms of facing over *either* Highgate Road or the pedestrian route to the rear. And also face up or down the open space.

The *middle* units are sandwiches between the corner units and either face across Highgate Road or the pedestrian route. These *middle* units are deeper in plan than the corner so as to also to look up and down the open space from the middle of the site.

This careful consideration of layout and elevation as well as overlooking ensures to minimise the impact of the new proposals whilst providing new homes in Camden with good daylight, sunlight and aspect.

5.5.2 Overlooking

The design team has been in consultation with local residents and as a result, the new balconies are positioned away from the front and rear elevations to avoid overlooking. Refer also to reports by Curtin & Co. The balconies are positioned in the middle of the site and have been orientated to look towards the open space. In doing so, these are as far away as is possible from the views of existing residents at Denyer House. This strategy has been expanded within the new proposal itself so that no balconies overlook or face habitable spaces to ensure privacy. In some cases, where balconies are opposite each other, screening will be in place for a degree of privacy.

5.6 Elevation and Appearance

It is important that the elevations of the proposals address the immediate area for the reasons outlined above. To do this, the design of the elevations have taken the following key factors into consideration; material choice, window openings and size, building typology and layout, the relationship to existing buildings along Highgate Road and vertical hierarchy. There are two elevation types; firstly the front and rear elevation facing onto streetscapes and the side elevations facing open space.



Front Elevation Facing Highgate Road. Materials: Brick, powder coated metal fins in front of glazing for privacy. Tile roof to similar colour as bricks.



Rear Elevation Facing Denyer House. Materials: Brick, powder coated metal fins in front of glazing for privacy. Tile roof to similar colour as bricks.

The front and rear elevations, as noted above, are setback and are where residents enter their dwelling. They face onto existing buildings and in the case of the front elevation in particular, it forms part of the continuous long elevations of Highgate Road. The elevations address the immediate context in the following ways;

- 1. By taking inspiration from the vertical rhythm of the existing elevations and using this to express a vertical rhythm of solid and void.
- 2. Using brick as the dominant material to reflect the extensive use of brick in Dartmouth Park Conservation Area. This is carefully articulated with powder coated metal fins for privacy at windows.
- 3. In reference to the Georgian elevations along Highgate Road, the elevation aims to create a hierarchy of the openings in a contemporary way: The ground floor openings are articulated differently from above with splayed sides and are more frequently placed; the first and second floor windows are similarly sized and positioned, and then the third floor windows are set into the roof pitch.

The side elevations take note of the existing gable ends along Highgate Road achieves a similar aim of addressing the immediate context by;

- 1. Using large glazed openings so the proposal is lighter and less likely to dominate the open space. Metal fins introduce a level of privacy between the residents and the users of the open space.
- 2. Clearly articulating a separation between the front and back 'rows' reflecting the similar existing back to back arrangement of buildings. This also defines the central 'amenity space' to break down the mass further at the ends.
- 3. Window boxes to allow more planting and hanging vegetation to further break up the massing of the building and introduce more bio-diversify.

Although the elevations take inspiration from the existing Georgian Elevations, it is carefully detailed in a modern way to avoid pastiche. The elevations consider the overall scale and form to minimise the impact it has on the open space and setting of the conservation area whilst presenting a level of presence to define a streetscape.

5.7 Materials

Carefully selected high-quality materials so that the proposal does not detract to the character of the area. Brick is the predominant material in the area which is why it is being used in the proposal. It will be carefully detailed and constructed in combination with metal fins and glazed openings for an appealing aesthetic.

5.8 Exterior Treatment, Landscaping and Amenity

The houses and maisonettes are setback from the road and pedestrian walkway. The boundary treatment between the private gardens and street is a rendered wall with regular opening for railings and gates. The railings and gate are detailed in a square-edge contemporary way and affords a defensible and private garden for residents. External lighting will be provided at the front of each entrance for security without going as so far as add unnecessary light pollution to the area.



Private garden with trees behind rendered wall and modern railings



Contemporary styled garden

5.9 Heritage

In designing the proposal, the historical context of the site has been investigated. Refer to the Historical Report prepared by *Architectural History Practice*. The green space to the front of Denyer House was divided as early as 1895 further to a St Johns Farmhouse by being demolish. And a garage was built on the site in 1920. Since then, the site has been a developed parcel of land and has had a garage and petrol station on it, undergoing modernisation occasionally. The proposal aims to provide new homes in Camden on this site by replacing the existing petrol station. It is argued that the provision of new good-quality homes is a more fitting use for the site than the existing petrol station. The new proposal gives an opportunity to address the key issues for the site such as the open space and the streetscape with a proposal that is sympatric to the character of Dartmouth Park. All the sections of this report as well as many additional specialist

reports aim to address all the issues that are relevant in designing a building within a Conservation Area so that it is carefully considered and is a positive new addition to Highgate Road.

5.10 Design Standards and Internal Layout

5.10.1 London Housing Design Guide

All units have been designed to the London Housing Design Guide Minimum standards as well as to Camden Planning Guideance including 10% of units sized for use by a wheelchair user. The pre-application advice also made clear that sufficient daylighting, privacy overlooking, and private amenity of the units had to be demonstrated. These issues have been addressed in this and other reports. Furthermore, the internal layouts afford generous space, dual-aspect, good views and ventilation.

5.10.2 Lifetime Homes

The proposal is designed to satisfy all Lifetime Homes standards, where applicable.

CR1 – On plot (non-communal parking) Garages are exempt from width/widening requirements. Nonetheless, the car parking, where provided, is in the basement and is both long and wide enough for a wheelchair user to comfortable access a vehicle.

CR2 – Approach to dwelling from parking.

Parking where provided is directly underneath each proposal therefore there is the potential for a through-the-floor lift.

CR3/CR4 – Approach to all entrances / Entrances (compliant) The will be level access from the street and the entrance will be illuminated, have level access over the threshold and have effective clear opening width.

CR5 – Communal stairs and lifts (compliant) The communal stair is easy going with a maximum 170mm rise and minimum going of 250mm.

CR6 – Internal doorways and hallways (compliant) Internal hallways are generally designed to be 1100mm.

All internal doorways will have 800mm clear opening width and all doors to principle rooms (i.e. entrance, living room, main bedroom and bathroom) will have 300mm nib.

CR7 – Circulation Space (compliant)

Living and dining rooms have 1500mm clear turning circles. Kitchens have a minimum 1200mm clear between units and adjacent wall. A clear space of 750mm is provided to all three sides of standard double bed.

CR8 – Living Room Living and dining rooms are on the same level as entrance into the building.

CR9 – Convenient living space Houses have space that could be used as a convenience living space on entry level.

CR10 - Accessible WC and potential shower All Flats have accessible WC and potential shower.

CR11 - WC and bathroom walls (compliant)

All WC and bathroom walls will be design to be capable of firm fixing and support for adaptations.

CR12 – Potential for stair lift installation and space for through-the-floor lift at entrance level to a storey containing main bedrooms and bathroom.

CR13 – Potential for fitting of hoists and bedroom-bathroom relationship (compliant) Structure will be designed to be capable of supporting ceiling hoists.

CR14 – Bathrooms (compliant)

All bathrooms are designed to be fully compliant in terms of size and ease of manoeuvring space.

CR15 – Glazing and window handle heights (compliant) Windows in principle living spaces allow people to see out when seated

3.10.3 Wheelchair Accessible Housing Guide

The Wheelchair unit (ground floor maisonette) has been designed to the standards of Best Practice Guidance on wheelchair accessible housing in addition to the Habinteg Wheelchair Housing Design Guide. As this unit is a maisonette, a through the floor lift position has been designed in to take a resident to the second level circulation space.

5.11 Crime Prevention

The principles of Secured By Design have been followed in the design of the proposal. Brooks Murray Architects consulted with Camden's Crime Prevention Design Advisor, Adam Lindsey, at Ruislip Police Station on 17.02.14 to discuss the scheme.

Adam Lindsey's only concern was that the front doors were recessed beyond a recommended 600mm and that it should be further towards the street to give surveillance of the door. The design has been modified to this effect and the door is no more than 600mm into the recess. Adam Lindsey' had the following advice advice specific to the scheme that should be incorporated into the design:

- 1. Doors should be BS PAS 24-2012.
- 2. All openable and accessible windows to BS PAS 24-2012 with P1A laminated glass.
- 3. The side elevation where public have access should have higher security with LPS 1175 SR3 or collapsible grills to LPS Standard.
- 4. Post delivered via letter box.
- 5. Access control to be through the garden gate.
- 6. All utility meters in a central location, outside the building or a smart meter.
- 7. Footpath lighting to BS5489.
- 8. Bins located in the exterior of the building and bikes in the basement.
- 9. Stud partitions to be enhanced by 9mm plywood or metal mesh.
- 10. Basement to have roller shutter to full height and width of opening as near the building line as possible and controlled by fob. Roller shutter, garage doors and door leading to internal stair to be BS LPS 1175 SR2 and self-closing.

In regards to secure by design, the proposal introduces passive surveillance along the existing pedestrian route to the rear which is flanked by a high wall obscuring visibility. Furthermore, windows on all elevations discourage loitering in the area and discourage unwanted guests. The set-back allows for a defensible space and private garden which has a clear perimeter by way of a boundary wall/railing. Lastly, new lighting will give additional security to the pedestrian route to the rear. Consultation and review will continue throughout the design process.

5.12 Refuse

Camden Street Environmental Services have been consulted as well as Planning Guidance on the type, volume and strategy for refuse and recycling. Refer also to *Delivery and Service Plan* Report prepared by *Create Consulting Engineers Ltd.*

For nine units, Camden Street Environment Services advised the following strategy:

- A 240I/140I bin for recycling
- Black bin bag collections

Each unit, including the maisonettes, has an individual dedicated external bin stores to allow storage of waste refuse and recycling. This storage allows for two 240l bins. One for recycling, and one for the storage of black bin bags in advance of being collected. For the houses facing Highgate Road, the external bins are located kerbside. For houses at the rear, a a refuse/recycling collector is already required to collect from Denyer House opposite, therefore the new external bins can be collected at the same time.

Refer to the Delivery and Service Plan by Create Consulting Ltd.

6.0 Access

Much of the issues regarding access have been addressed throughout this report but the following statement will provide additional specific information.

A key principle for the development is to face onto the existing pedestrian walkway to the rear which is currently hidden from view behind a 2m wall. The active frontage of the proposal will overlook this pedestrian route and aims to create a streetscape as well as provide passive surveillance. This existing pedestrian route will give direct access to the private gardens and to the entrances for the houses at the rear. Similarly, access to the houses on Highgate Road is from the street pavement into a private garden before approaching the entrance.

The proposal seeks to minimise unnecessary barriers for residents and guests. As such, level access is provided to the ground floor of all units via a walkway running outside the entrances to the units, front and back.

Parking is provided in the basement so as to prevent further stress on existing street parking. A dropped kerb already exists in the location of entrance to the basement parking and there is an onsite space where a car can wait before entering. As such, a car does <u>not</u> have to wait on the road before entering whilst another car is leaving. A self-closing roller shutter type entrance door will be automatically operated as will a stop/go signal system for access to the basement. Refer to the *Transport Statement* prepared by *Create Consulting Engineers Ltd* for further information. In accordance with Lifetime Homes Criteria 1: in the event of a wheelchair user taking occupancy of the ground floor maisonette, the basement car parking can be arrange such that a wheelchair user can park in the basement and access the dwelling via a through-the-floor lift directly into the living room. An easy going-stair is also proposed. Suitable fire protection measures will be made in this event.

An internal secure cycle store is located in the basement with 18 new cycle spaces to the requirement of the London Housing Design Guide.

7.0 Energy and sustainability

The new residential units are designed to Code for Sustainable Homes Level 4 and conforms to LB Camden's policies on sustainability and renewable energy. The proposal intends to minimise carbon dioxide emissions and follows the London Plan's Energy Planning Mantra:

BE LEAN – Use Less Energy. By taking advantage of passive measures such as improving fabric U-values, minimising air permeability and high-performance glazing, it is expected that this will reduce CO_2 emissions by 33% when compared to Part L of the building regulations. This achieves the 25% recommended improvement.

BE CLEAN – *Supply energy efficiency*. Highly efficient micro-CHP condensing gas boilers were considered the most appropriate energy solution for a proposal of this size and nature.

BE GREEN – Use renewable Energy. The proposal will confirm to LB Camden's policy on renewable energy whereby all new developments should provide 20% reduction of carbon dioxide emissions through on-site renewable energy generation. To achieve this, the proposal has includes photovoltaic panels located on the roof. These will be laid horizontally flat on the roof to minimise their visual impact.

Refer to the *Code for Sustainable Homes Pre-Assessment* by *New Homes Assessments* and the *Energy and Sustainability* Report by *Brontide Consulting* for additional and detailed information.

8.0 Additional Reports

In addition to the reports already referred in this Design and Access Statement, please also refer to the following;

Planning Statement. Refer to statement by KR Planning Ltd

Basement Impact Assessment. Refer to report by INGealtoir.

Flood Risk Assessment. Refer to report by Genever and Partners.

Site Contamination Report. Refer to report by Soils Ltd.

Noise survey and report. Refer to report by Sound Advice Acoustics Ltd.

Construction Management Plan. Refer to report by Create Consulting Ltd.