

# **139-147 Camden Road, London NW1 – Errection of 9No. Residential Dwellings on Vacant Lane**

## **Planning, Design and Access**

**August 2011**

**Harry Motors Ltd**

# **139-147 Camden Road, London NW1 – Erection of 9No. Residential Dwellings on Vacant Lane**

## **Planning, Design and Access Statement**

### Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
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# 1

## **Introduction**

This statement provides supporting information to a full planning application on behalf of Harry Motors Ltd. The application seeks permission for the erection of 9 new build flats.

## 2

### Description of site and surroundings

The application site is situated in the London Borough of Camden. The site is located on the Northern side of Camden Road, adjacent to the North London Railway Line and a Park to the other. Camden is a busy high street which connects Camden Town with Holloway Road.

The existing site comprises of a recently completed contemporary garage.

The area is mixed use in character, the opposite side of the road has residential dwellings with petrol station adjoining them, a school to the rear of the site.

The site has bus stop opposite the site, thus good transport links are available.



*Diagram 1: the site*

### **3**

## **Proposed development and scope of application**

The works involve the erection of a new dwelling on vacant land adjoining the garage.

This planning application is supported by a full set of detailed drawings. This document comprises the planning, design and heritage statement. It addresses the following issues with regards to the application:

- (I) Planning policy context
- (II) Planning considerations
- (III) Design rationale
- (IV) Access
- (V) Conclusion

## 4 Planning Policy context

### 4.1 National Policy

National planning policy is contained in series of Planning Policy Statements (PPS) and Planning Policy Guidance notes (PPG). The relevant policies are outlined below.

Planning Policy Statement 1 'Delivering Sustainable Development' (2005) outlines the Government's overarching planning policies on the delivery of sustainable development through the planning system.

Para 5

*"...ensuring high quality development through good and inclusive design, and the efficient ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community...."*

Para 13 iv

*" Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted (see paragraphs 33 – 39 below)."*

Para 21

*"The prudent use of resources means ensuring that we use them wisely and efficiently, in a way that respects the needs of future generations. This means enabling more sustainable consumption and production and using non-renewable resources in ways that do not endanger the resource or cause serious damage or pollution. The broad aim should be to ensure that outputs are maximised whilst resources used are minimised (for example, by building housing at higher densities on previously developed land, rather than at lower densities on greenfield sites)"*

Para. 33

*"Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning"*

Para 27 (viii)

*Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should seek actively to*

*bring vacant and underused previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land.”*

Planning Policy Statement 3 ‘Housing’ (2010) requires the delivery of high quality housing that is well-designed and built to a high standard to contribute to the creation of sustainable, mixed communities.

#### Para 16

*“Matters to consider when assessing design quality include the extent to which the proposed development:*

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.*
- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.*
- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.*
- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change.*
- Takes a design-led approach to the provision of car-parking space, that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.*
- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.*
- Provides for the retention or re-establishment of the biodiversity within residential environments.”*

#### Para 17

*“Particularly where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space. These should be well designed, safe, secure and stimulating areas with safe pedestrian access.”*

#### Para 40

*“A key objective is that Local Planning Authorities should continue to make effective use of land by re-using land that has been previously developed.”*



Planning Policy Guidance Note 13 'Transport' (2001) requires that there should be a reduction in the reliance on the car whilst reduced levels of parking in developments are essential.

#### **4.2**

##### ***The London Plan Spatial Development Strategy for Greater London Consolidated with Alterations since 2004, published 2008***

The London Plan forms part of the development plan for the site and was adopted in June 2004. Early Alterations to the London Plan on housing provision targets, waste and minerals were adopted on 20 December 2006 and further Alterations to the London Plan were adopted in February 2008. It provides the strategic direction for development in the Greater London area.

The London Plan sets out the housing targets between 2007/8 and 2016/17 for each of the London Boroughs. The London Borough of Harrow has a 10 year target of 4,000 additional homes with an annual monitoring target of 400.

The relevant policies are discussed below.

Policy 4A.3 'sustainable design and construction' indicates that developments should meet the highest standards of design and construction.

Policy 4B.1 states that developments should respect local context, built heritage, character and communities.

Policy 4B.2 states that high quality architectural design will be encouraged in new development.

Policy 4B.8 seeks to ensure that developments respect local context and communities.

#### **4.3**

##### ***The London Borough of Camden Unitary Development Plan (adopted June 2006)***

The Boroughs Councils UDP was adopted on June 2006 and provides development plan policies for the area. The UDP is the statutory development plan for the borough. It sets out the planning framework for future borough developments from 2006 and 2006. The Council is currently working on its Local Development Framework and until the Core Strategy and Development Policies Documents are adopted, the UDP remains part of the Development Plan in determining applications.

The strategic objectives for the borough include supporting and enabling a more sustainable pattern of land use and seeking to protect and enhance the natural and built environment.

The relevant UDP policies are discussed below.

**Policy SD3: Mixed Use development**

*The Council will seek a mix of uses in development, including a contribution to the supply of housing, and will not grant planning permission for development that reduces the amount of floorspace in secondary uses, unless it considers that particular characteristics of the proposal, site or area would make development of housing or a mix of uses inappropriate. In the Central London Area and the Town Centres of Camden Town, Swiss Cottage / Finchley Road and Kilburn High Road where a proposal would increase total gross floorspace by more than 200 sq m, the Council will expect a contribution to the supply of housing, and where appropriate will seek to negotiate up to 50% of additional gross floorspace as housing, except in the Hatton Garden area, where a smaller proportion may be accepted.*

*In considering the mix of uses and the appropriate contribution to the supply*

*of housing, the Council will have regard to:*

- a) the character, diversity and vitality of the surrounding area;*
- b) the suitability of the site for mixed use development;*
- c) the need and potential for continuation of an existing use;*
- d) whether the floorspace increase is needed for an existing user;*
- e) the need for an active street frontage and natural surveillance;*
- and*
- f) any over-dominance of a single use in the area, and the impact of the balance of uses proposed on the area's character, diversity and vitality. In considering whether the particular characteristics of the proposal would make development of housing or a mix of uses inappropriate, the Council will have regard to the extent to which the development is purely publicly funded, in for instance proposals for the university or hospital sectors, and may not seek a mix of uses in such cases. Policy D5 states that new residential development should provide sufficient amenity space in order to protect the privacy and amenity of neighbouring properties and as a usable area for occupiers of the development.*

**SD4 - Density of development**

The Council will grant planning permission for development that makes full use of the potential of a site and will not grant planning permission for development that makes inefficient use of land. In assessing density, the Council will consider:

- a) the character, scale, amenity and density of the surrounding area;
  - b) the nature of the site;
  - c) the quality of the design;
  - d) the type of development being provided;
  - e) the availability of local facilities, services and open space;
  - f) accessibility by public transport; and
  - g) the potential impact on the local transport network.
- High density development will be expected at locations in the Central London Area, Town Centres and other locations well served by public transport.

## **SD12 - Development and construction waste**

### **A - Development and waste**

*The Council will not grant planning permission for development that does not make adequate provision for the sorting and storage of waste materials. For major developments, the Council will use planning conditions to secure local waste management solutions.*

### **B - Reuse of construction waste**

*The Council will seek to secure the re-use and recycling of construction waste on sites provided adverse impacts from noise, dust and transport are minimised. On larger sites, the Council may require details of working methods and make conditions and agreements about how the work is carried out.*

### **H1 - New housing**

*The Council will seek to meet and exceed the strategic housing target for the Borough. The Council will grant planning permission for development that increases the amount of land and floorspace in residential use and provides additional residential accommodation, provided that the accommodation reaches acceptable standards. The Council will seek to secure the fullest possible residential use of vacant and underused sites and buildings, and may require suitable sites to be developed for primarily or wholly residential use.*

## **4.4 The London Borough of Camden Local Development Framework – Core Strategy**

Policy CS6 seeks to ensure a wide range of housing including self-contained flats are available in the borough. It aims to make full use of Camdens Capacity for housing.

## **4.5 The London Borough of Camden Local Development Framework – Camden Development Policies 2010-2025**

### **DP3 Contributions to the supply of affordable housing**

This policy expects developments which exceed 10 units or 1000m<sup>2</sup> to make a contribution towards affordable housing.

### **DP5 Homes of different sizes**

This policy seeks to ensure a range of unit sizes are provided within developments

## 5 Planning considerations

### 5.1 Principle of development

There is dispute over the principle of the development. It conforms with current planning policies on this basis.

We have reviewed policy DP5 and proposal incorporates the following housing mix.

Size				Total
studio	1B2P	2B3P	3B5P	
1	4	2	2	9

The scheme will be designed to meet Code for Sustainable Homes Level 4

Both PPS 1 and 3 look at making efficient use of land and developing land that has been previously developed. Camden Road is a good example of this.

## 6 Design

### 6.1 Use

The proposal is for the erection of a new block of flats.

### 6.2 Amount

In response to the need identified in PPS 3 for more urban housing in the South East of England. The project contributes to this intent without the need to impact undeveloped land through the efficient use of brown field space.

Our proposal looks to a residential block comprising of 2No. 3B5P flats, 2No.2B3P units, 2No. 1B2P flats, 2 No. Studio.

The ground floor will be retained as parking for the garage.

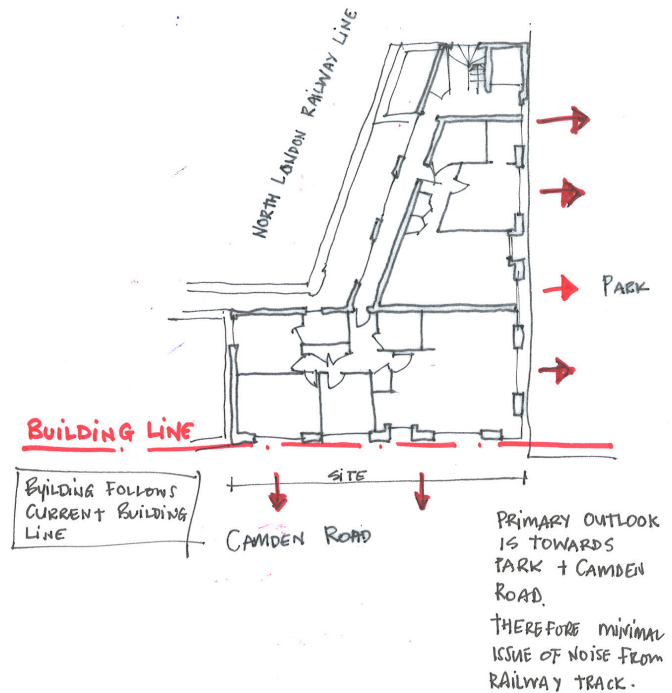
We have used 'Site Layout Planning for Daylight and Sunlight, A guide to good practice' to establish the extent of the rear projections. Thus there will be no loss of amenity to adjoining properties.

### 6.3

#### Layout

The layout on site has been chosen to reflect the building line of the existing property and is set 2m away from the edge of the railway bridge.

The flats are designed to overlook Cantelows Gardens, and Camden Road. This will give a good outlook to the residents and mitigate noise from the trains.



### 6.4

#### Scale

The proposed property will be 4 storeys high. The scheme



elevation overlooking the park and large amounts of glazing has been used assist this. This is intended to break up of the bulk of

the building and create a façade which Height of the building is similar to surroundings thus is not out of proportion.

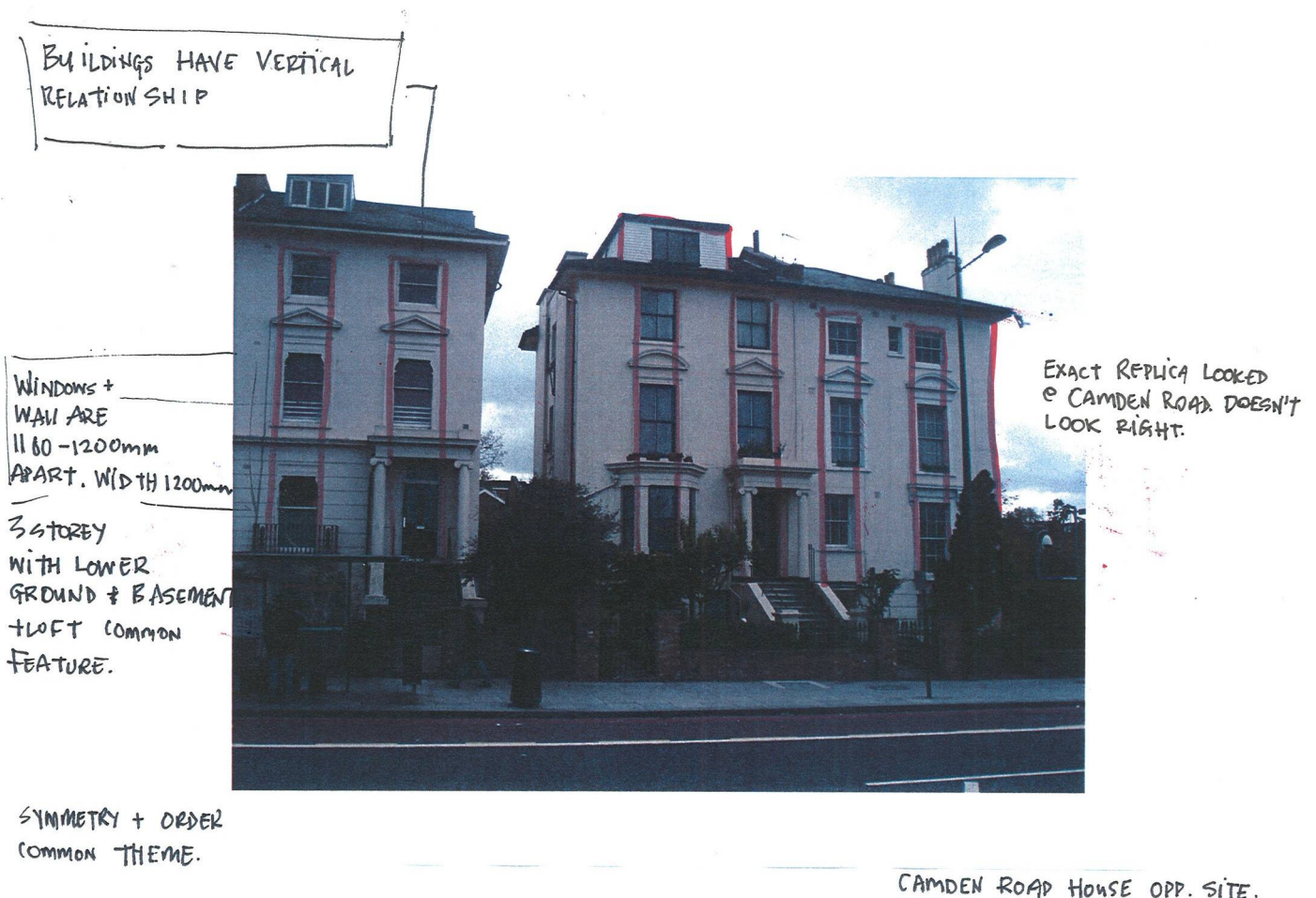
## 6.5

### Apperance

The scheme is designed to be a landmark. It will be visible from all 3 views (as you approach and leave Camden, along the railway line. Thus a contemporary facade as been proposed to complement the garage and designed to be lightweight so as mitigate the effects along the railway line.

We propose limestone tile façade with grey metal cladding. The façade is more uniform and responds to the surrounding buildings.

We looked at the properties opposite the site and tried to incorporate their uniformity in our design. Camden Road has buildings which are clad in render and brick and metal.



The building further leaves 4m clearance on the ground floor to allow the garage to operate and access for refuse.



We looked at Arundel Square London N1 as a precedent. The scheme is located opposite of the park. Architecturally the scheme is successful as it relates to the park and surrounding area. Arundel Square is similar to Camden Road, as it surrounded by traditional buildings. Like Arundel Square we have adopted a uniform façade with limestone, metal and render cladding.

Like Arundel Square, at Camden Road, the windows are recessed, and to create depth in the building as well as interest.. In order to break the bulk between the limestone elevation, as glazing has been used.

Our design creates architectural interest, it is exciting and not a solid flat elevation.

0.7

ARUNDEL SQ.  
LOOKED AT AS  
A PRECEDENT.  
THE SCHEME IS  
LOCATED IN  
MILNERS CONSERVATION  
AREA. WE LIKED  
HOW THE SCHEME  
RELATED IT TO  
THE PARK.



OUTSIDE  
EDGE

A PIONEERING VISION REALISED THROUGH A PASSION  
FOR ARCHITECTURE THAT HAS CREATED DESIGN LED,  
INSPIRING, LIVING SPACES.

ARUNDEL SQ, LONDON N1

## 6.6

### ***Railway line***

We have been in consultation with Network Rail, who in principle support this development. Our engineer Knapp Hicks & Partner are currently liaising with them to resolve the structural aspects of the scheme. I attach a acoustic and vibration study conducted by Accoustic Plus. We have used this to design the building will adopt measures recommended by them.

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## 6.7

### ***Secured By Design***

The scheme will adopt secured by design and by having self-contained flats it will create a more secure environment and will allow a natural security for the garage.



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## 6.8

### ***Refuse***

The refuse bins will be located on the ground floor entrance area. A Service Management Plan is attached with this report. The scheme designed to have 4m clearance in order to allow for refuse track to pass underneath.

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