

DESIGN & ACCESS STATEMENT

2A SUMATRA ROAD, LONDON, NW6 1PU

1. INTRODUCTION

The proposed development involves Flat 1, a 3-bedroom unit being split into two 1-bedroom units. The reason being there is no demand for the 3-bedroom unit as it is too large, there are periods where the unit is empty for several months and has resulted in a high turnover of occupants over the years.

2. ASSESSMENT

The proposal will have no change to the external appearance of the existing building.

3. EVALUATION

a). Policy H1 (New Housing) state inter alia *"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"*.

The proposed new flat would be in compliance with policy H1.

b). Policy H8 (Mix of units) states that the Council will only grant planning permission for residential development that provides an appropriate mix of unit sizes, including large and small units. The mix and sizes of the units will depend on site conditions and the locality, and the requirements for special needs housing. Housing is a priority land use of the UDP and the proposed development would help to meet the strategic housing target for the Borough. Therefore, the provision of an additional one bedroom residential unit is considered acceptable in principle and subject to the general compliance with Camden Planning Guidance (2006).

c) The proposal meets the requirements of policy H7 (Lifetime homes) to the extent that is reasonable and practicable for a conversion of this kind.

d). PPS1 at Para. 5 states 'Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by (inter alia) ensuring a high quality development through good and inclusive design and the effective use of resources.' The proposal is respectful to the locality and uses existing materials and design features to incorporate itself within the urban grain.

In considering the Prudent Use of National Resources, Para 21 requires that 'the broad aim should be to ensure that outposts are maximised whilst resources are minimised (for example by building houses at higher densities on previously developed land rather than at lower densities on Greenfield sites).'

Para. 27 (viii) urges Authorities 'to promote the more efficient use of land through higher density.....and the use of suitably located previously developed land and buildings.

4. INTERNAL ARRANGEMENTS

Flat 1

The gross internal floor area (GIA) of Flat 1 is 60.2 sq/m. The proposed unit provides a 1 person flat with 1 single bedroom, kitchen/living/dining room, and separate bathroom. This meets the London Housing Guide Space Standards (minimum standard for a 1 person unit is 37 sq/m), the unit in this case provides an adequate and acceptable standard of accommodation with sensibly arranged and sized rooms.

Flat 2

The gross internal floor area (GIA) of Flat 2 is 52.8 sq/m. The proposed unit provides a 2 person flat with 1 double bedroom, kitchen/living/dining room, and separate bathroom. This meets the London Housing Guide Space Standards (minimum standard for a 2 person unit is 50 sq/m), the unit in this case provides an adequate and acceptable standard of accommodation with sensibly arranged and sized rooms.

5. DESIGN

The proposal does not compromise the structural integrity of the building, by minimally altering the layout by a way of additional partitions.

The character of the area has been preserved as the dwelling has not been altered externally.

6. ACCESS

The flat has currently two front doors which would comfortably provide individual entrances to each of the flats.

7. TRANSPORT

UDP policy T3 requires the development to sufficiently provide for the needs of cyclists, which includes cycle parking and UDP policy T7 states development must comply with Camden Parking standards. Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*), states that 1 storage or parking space is required per residential unit. The proposal is for 2 residential units; therefore 2 cycle storage/parking spaces are required. The terraces would adequately accommodate the provision required for cycle storage. Alternatively, Flat 1 currently has 2 parking spaces by a way of residential parking bays; therefore the proposed 2 units could have 1 each.