

Planning Statement

Prepared for

Christo & Co

Property:

Ground Floor, Unit 4, 44 St Paul's Crescent NW1 9TN

Document Details 123-A4-007

| | |
|-------------|-----------------|
| Project Ref | 123 |
| Revision | - |
| Written by | Andrew Saunders |
| Reviewed by | Sundeep Bhavra |
| Date | 05-02-2010 |

GA&A Design
59 Green Leys
Nottingham
NG2 7RX

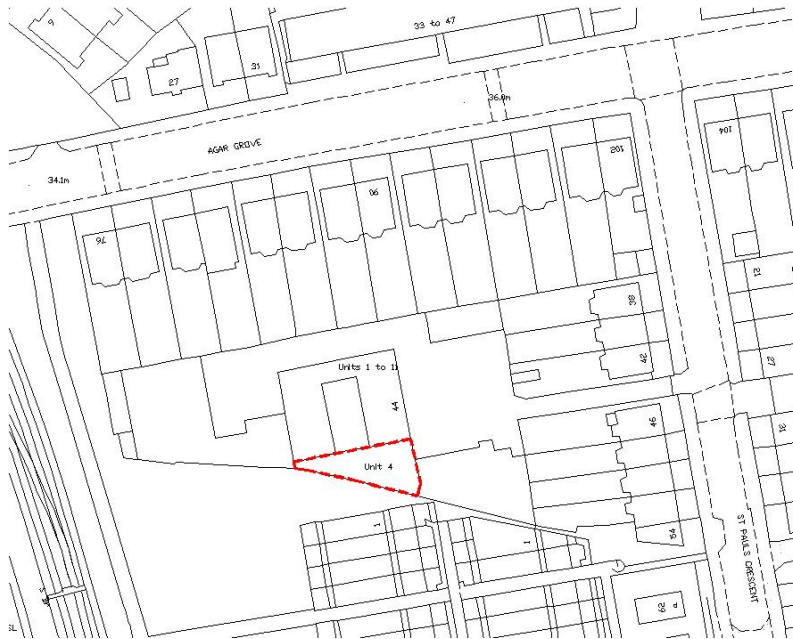
| | |
|---|----------------------|
| T | +44 (0) 1159215252 |
| F | +44 (0) 7788144185 |
| E | info@gaadesign.co.uk |

Revisions Record DESIGN STATEMENT

| Revision | Description | Date Issued | Originator |
|----------|---------------|-------------|------------|
| - | Initial Issue | 05/02/2010 | AJS |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

1. INTRODUCTION & URBAN CONTEXT

This report is in support of the proposals for change of use of Ground Floor, Unit 4, 44 St Paul's Crescent NW1 9TN from B1 retail to residential use. It outlines the scheme in relation to Local Development Plan, design, and choice of materials for the proposal.



1.1 Surrounding area

Malden Road is located within the London Borough of Camden.

There is good access to local transport via bus stops on Agar Grove. Underground stations are accessible within approximately 1 kilometre.

The following photographs show the site and its context:



Figure 2 – Access to Site from St Paul's Crescent



Figure 3 – Context – View Along St Paul's Crescent from Site Entrance



Figure 4 – Context – View Along St Paul's Crescent



Figure 5 – Aerial View of the Site – Looking North



Figure 6 – Aerial View of the Site – Looking West

1.2 Existing Site + Buildings

The existing building is part of a mixed use development. The development sits within a largely residential area behind rows traditional Georgian terraced houses.

The structure is loadbearing masonry with beam & block floors. External walls are faced with brickwork, roofs are tiled in slate. Windows are metal framed. Balconies exist at first floor level facing into the courtyard with metal painted railings.

2. **The Proposal**

2.1 General Description

The proposal is to provide 1 new residential unit by converting the ground floor into a one bedroom apartment.

Access to the new development would be direct from the central courtyard. Windows are modern, metal framed & double glazed. The existing WC & kitchen area would be stripped out with new partitions subdividing the space in accordance with Camden Council's area requirements.

No windows exist to the rear wall of the development at ground floor level, however, there is an opportunity to install a rooflight on a small flat roof area at first floor level. This would provide natural daylight into the proposed bedroom area.

2.2 Materials

No new external materials are proposed.

2.3. Highway Access

The site is centrally located and hence has good access to both bus and rail services.

Agar Grove is served directly by bus route 274. Other routes are accessible from nearby roads – see Figure 6. Tube stations within 1km include Camden Town (Northern Line), Kentish Town (Northern Line) & Caledonian Road (Picadilly Line). London Overground stations within the same radius include Camden Road & Caledonian Rd & Barnsbury.

Route 274 timetables are attached within Appendix A.

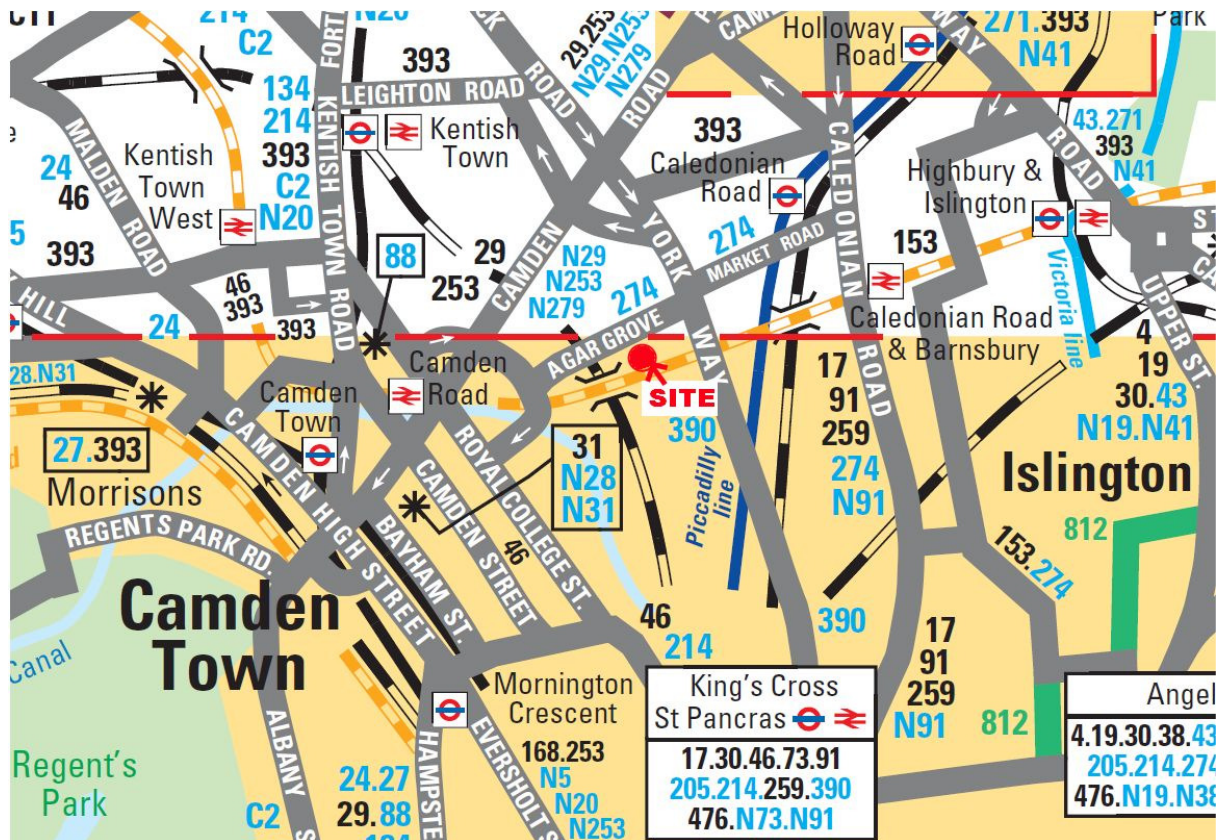


Fig 7 – Segment of Northeast London Bus Route Map

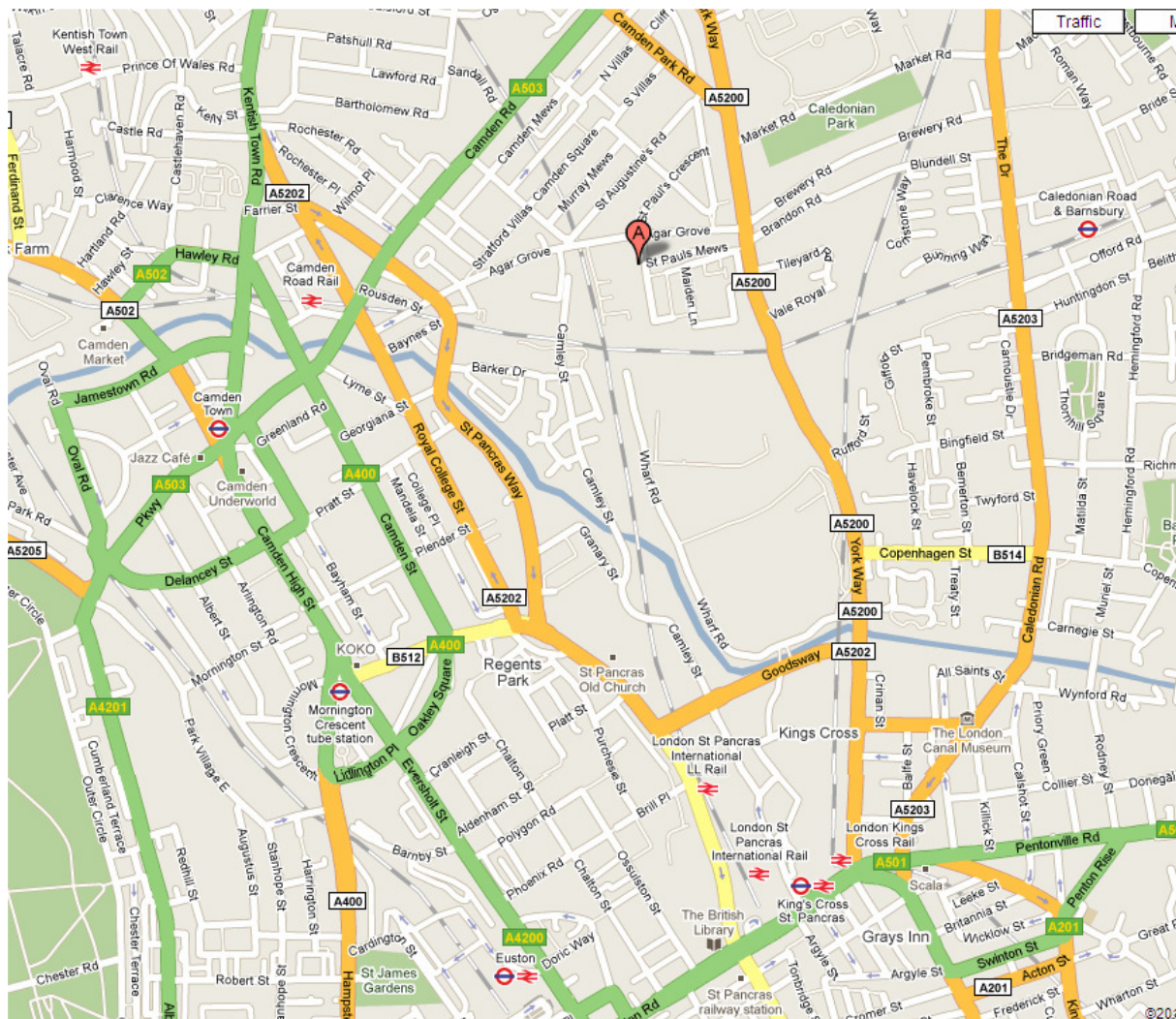


Fig 8 – Map Showing Proximity of Rail Stations With Respect to Site.

The unit will be allocated one dedicated parking space.

2.4 Drainage.

New connections will be made into existing foul drainage runs within the unit.

No alteration is proposed to existing surface water drainage.

2.5 Security and Safety

Light fittings already exist to provide adequate illumination to the development. A light fitting is present above the existing entrance door.

2.6 Interior Planning

The living / kitchen area as planned will benefit from good natural light and ventilation. The bathroom will be artificially lit and mechanically ventilated. The bedroom will benefit from natural daylight and ventilation via a rooflight in the first floor slab.

Internal areas have been planned to meet the requirements of local council design guidelines.

2.7 Waste Receptacles

An area directly adjacent to the proposed apartment exists for storage of waste & recyclables. This corridor is well lit via wall-mounted illuminaires.

2.8 Sustainability by Design:

This development supports Camden Borough's aim to improve the sustainability of the borough as identified within its UDP. Sustainability is identified as providing & supporting the needs of the local community with a priority of increasing the provision of housing within the borough.

The site is centrally located hence is serviced by both Bus and rail services. There are bus stops in each direction within 60m of the property. The future occupants of this development will be able to access essential local amenities available in this urban context by foot.

The development will support trade to the local shops and amenities.

3. **LIFETIME HOMES CRITERIA**

The scheme will be designed in accordance with current Building Regulations and, as far as is practicable in accordance with the Lifetime Home Criteria. Compliance with Lifetime Homes Criteria are outlined below:

Item 1: Parking width - 1No parking space is designated to this apartment. If additional width is required then a reallocation of spaces could be arranged with other apartments who did not require the additional width.

Item 2: Access from Car Parking - The allocated space is in close proximity to the proposed apartment.

Item 3: Car Parking & Access Gradients – All levels are flat or to very shallow fall.

Item 4: Entrances - The existing entrance provides a level threshold. The entrance is covered providing protection from rain. Good lighting to the entrance area already exists.

Item 5: Communal Stairs & Lifts – Access to the apartment will be ground floor level.

Item 6: Doorways & Hallways – Criteria will be adhered to – the corridor will be no narrower than 900mm so door clear widths will be min 750 when approached straight on and 900mm when not approached straight on.

Item 7: Wheelchair accessibility – Adequate circulation exists as required under this item.

Item 8: Living room – The living room is on the entrance level of the flat.

Item 9: Entrance level bedspace – The proposal is for a single storey apartment.

Item 10: Entrance Level WC & Shower Space – Whilst there is not currently a 1500 turning circle within the bathroom if the bath was to be removed and replaced with a drive in shower then a fully compliant room could be created if required at a future date.

Item 11: Bathroom & WC walls – Wall are capable of being fitted with handrails if required.

Item 12: Lifts – The proposal is for a single storey apartment.

Item 13: Tracking Hoist – it would be possible for a tracking hoist to be fitted – with some alterations to internal partitions.

Item 14: Bathroom layout – The bathroom layout has not been designed to these criteria. Limited space available within the apartment would make a larger bathroom impractical.

Item 15: Windows – It would be possible to see out of the main window to the living room as the sill is approx 150mm above floor level. It is not possible to install a window in the rear wall (from the proposed bedroom) as this would overlook adjacent property.

Item 16: All new controls and fixtures will be situated at a height usable by all (i.e. between 450mm and 1200mm from the floor).

4. **Planning Policy**

The major policies that are relevant have been discussed below.

'SD1 - Quality of life**A - Sustainable communities**

The Council will seek to ensure that development fosters sustainable communities. In determining applications for planning permission, the Council will therefore take into consideration the special needs and characteristics of individual areas and communities.

B - Regeneration

The Council will seek to promote the regeneration of areas in need of environmental, physical, social or economic renewal.

C - Access for all

The Council expects all new development to meet the highest standards of access and inclusion. The Council will require development of buildings and spaces that the public may use, including changes of use and alterations where practicable and reasonable, to be designed to improve access and use for all.

D - Community safety

The Council will require development to incorporate design, layout and access measures which address personal safety, including fear of crime, security, and crime prevention..'

The proposal is in line with this policy due to the following:

1. A key aim of the UDP is to provide residential accommodation for the borough:
"Housing is the priority land use of the UDP. The Plan seeks to increase the supply of housing in the Borough and secure more accommodation that is affordable to those on middle and low incomes. It also seeks to meet the housing needs of groups with special needs and provide a range of housing in terms of size and type to meet the needs of Camden's diverse communities."
2. There is no lift provision as the proposal is for a ground floor apartment.
3. The entrance is situated in an area of good visibility which benefits from dedicated lighting.

'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.'

The proposal complies with this policy as:

1. The development seeks to maximise the potential of the site as quality housing provision is sought under the UDP. The existing commercial usage is proving difficult to lease.
2. Local facilities and shops are available. Shops are available on St Pauls Crescent close to the property.
3. The site is centrally located and hence is well catered for in terms of public transport.

'E2 - Retention of existing business uses

The Council will not grant planning permission for development that involves the loss of a business use on a site where there is potential for that use to continue. The Council will consider:

- a) whether the site is in or adjacent to the Industry Area;
- b) the size of the site and whether it could potentially provide for servicing by large vehicles;
- c) whether the site is particularly suitable for small firms;
- d) the accessibility of the site by public transport and by service vehicles;
- e) the relationship of the site to nearby land uses;
- f) the demand, supply and variety of sites that are suitable for employment uses, firstly in that particular use class, and secondly in business use in general, and
- g) the retention of design features that enable flexible use, including use for light industry as part of schemes for the redevelopment or alteration of industrial premises for B1 purposes.

Where the Council considers that the site does not have potential for continuation of the existing business use, preference will be given to maintaining the site in an alternative business use, with a higher priority to retention of flexible space for B8 or B1 light industry than to provision of B1(a) offices. When a site is not suitable for continuation of any business use other than B1(a) offices, as an exception to the general approach, the Council may allow a change to other uses. In such cases, the Council will seek a change to permanent residential uses (in particular affordable housing), or community'.

The site is situated within a small mixed use development within a larger almost wholly residential area. The unit was previously rented out as office space (B1a). The unit would not lend itself to light industrial use partly due to its size but also due to its proximity to other residences and potential problems with noise.

The Owner's Agent has encountered problems leasing this unit as commercial space and consequently is applying for a change of use into a residential unit (C3). The latter part of E2 would support this application.

'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..'

The proposal is in line with the above policy as residential amenity is being provided and in line with the Lifetime Homes Criteria.

T1 - Sustainable transport

A - Sustainable transport development

The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The Council will not grant planning permission that would be dependent on travel by private motor vehicles.

Although a parking space is allocated to this unit there are nearby bus stops which would make travel by public transport easy.

5.0 Conclusion

In summary the proposal:

1. represents an intensification of housing development at an accessible location.
2. Contributes to the regeneration and redevelopment of the site and provides a more sustainable urban environment.
3. Represents an efficient use of land.
4. Secures a good level of design quality.
5. Contributes to the quality of the urban fabric.
6. Does not adversely impact on the provision of local amenity.

Appendix A:

Bus Route Timetables for Route 274

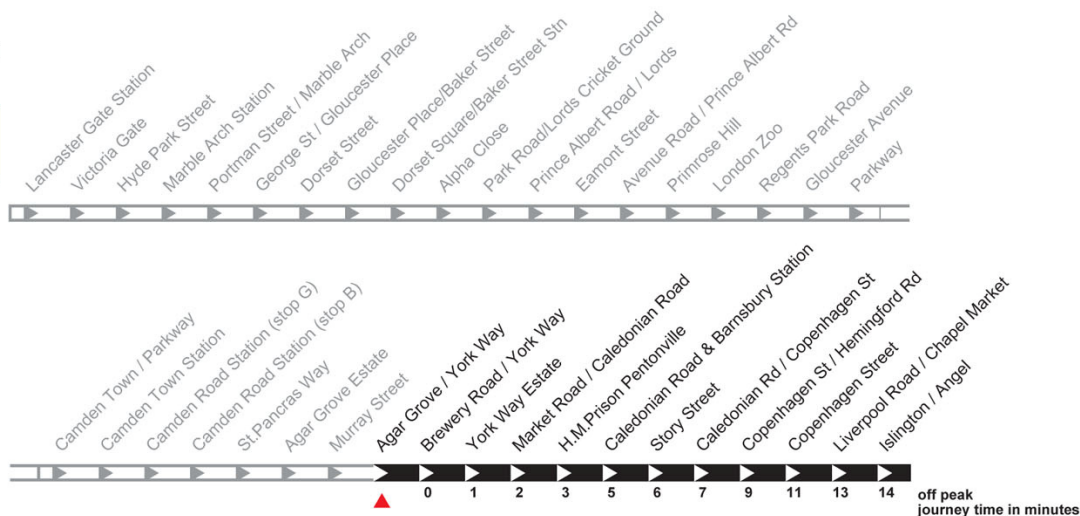
London Buses

274

24 hour service



Buses towards Islington / Angel



| Monday - Friday | | | | | | |
|-----------------|---------------|----------|----------|-------------|-----------------|------------|
| First buses | 1 to 5am | 5 to 6am | 6 to 7am | 7am to 9pm | 9pm to midnight | Last buses |
| 00 25 | At these 04 | 05 04 | 06 13 | about every | about every | 00 01 |
| 00 37 | minutes 34 | 05 34 | 06 33 | 6-10 | 10-12 | 00 13 |
| 00 49 | past the hour | 05 53 | 06 53 | minutes | minutes | |

| Saturday (also Good Friday) | | | | | | | | | | |
|-----------------------------|---------------|----------|----------|----------|----------|-------------|-------------|-------------|-----------------|------------|
| First buses | 1 to 5am | 5 to 6am | 6 to 7am | 7 to 8am | 8 to 9am | 9 to 10am | 10am to 7pm | 7 to 8pm | 8pm to midnight | Last buses |
| 00 25 | At these 04 | 05 04 | 06 13 | 07 13 | 08 03 | about every | about every | about every | about every | 00 01 |
| 00 37 | minutes 34 | 05 34 | 06 33 | 07 28 | 08 18 | 7-10 | 5-8 | 7-10 | 10-12 | 00 13 |
| 00 49 | past the hour | 05 53 | 06 53 | 07 45 | 08 33 | minutes | minutes | minutes | minutes | |

| Sunday and other Public Holidays | | | | | | | | | |
|----------------------------------|---------------|----------|-------------|----------|-----------|-------------|-------------|-----------------|------------|
| First buses | 1 to 5am | 5 to 6am | 6 to 8am | 8 to 9am | 9 to 10am | 10am to 7pm | 7 to 8pm | 8pm to midnight | Last buses |
| 00 25 | At these 04 | 05 04 | At these 13 | 08 13 | 09 13 | about every | about every | about every | 00 01 |
| 00 37 | minutes 34 | 05 34 | minutes 33 | 08 28 | 09 28 | 6-10 | 7-11 | 12 | 00 13 |
| 00 49 | past the hour | 05 53 | past the 53 | 08 43 | 09 43 | | | | |
| | | | hour | 08 58 | 09 53 | | | | |

Operated by Metroline for London Buses

MAYOR
OF LONDON

i 24 hour travel information
020 7222 1234

Textphone
020 7918 3015

Transport for London



GA&A DESIGN

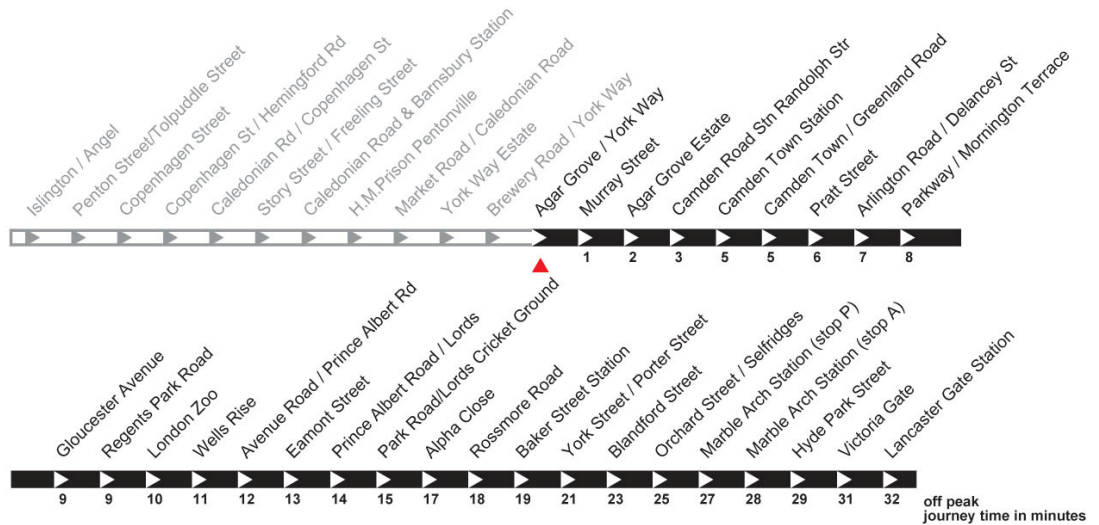
London Buses

274

24 hour service



Buses towards Lancaster Gate Station



| Monday - Friday | | | | | | | | |
|-----------------|---|-------------------------|-------------------------|--|--|---|---|----------|
| First bus | 1 to 4am | 4 to 5am | 5 to 6am | 6 to 7am | 7am to 7pm | 7 to 8pm | 8pm to midnight | Last bus |
| 00 35 | At these 05 minutes 35 past the hour | 04 05 04 35 04 59 | 05 19 05 39 05 59 | 06 14 06 24 06 34 06 44 06 52 06 59 | about every 4-8 minutes | 19 05 19 13 19 20 19 31 19 37 19 45 19 55 | about every 12 minutes | 00 05 |

| Saturday (also Good Friday) | | | | | | | | | |
|-----------------------------|---|-------------------------|-------------------------|-------------------------|----------------------------------|---|--|---|--|
| First bus | 1 to 4am | 4 to 5am | 5 to 6am | 6 to 7am | 7 to 8am | 8 to 9am | 9am to 6pm | 6 to 7pm | 7pm to midnight |
| 00 35 | At these 05 minutes 35 past the hour | 04 05 04 35 04 59 | 05 19 05 39 05 59 | 06 19 06 34 06 49 | 07 04 07 18 07 32 07 47 | about every 10 minutes | about every 5-8 minutes | about every 6-10 minutes | about every 10-12 minutes |

| Sunday and other Public Holidays | | | | | | | | | |
|----------------------------------|---|-------------------------|--|----------------|----------------------------------|---|--|---|--|
| First bus | 1 to 4am | 4 to 5am | 5 to 7am | 7 to 8am | 8 to 9am | 9 to 10am | 10am to 6pm | 6 to 7pm | 7pm to midnight |
| 00 35 | At these 05 minutes 35 past the hour | 04 05 04 35 04 59 | At these 19 minutes 39 past the 59 hour | 07 19 07 40 | 08 00 08 15 08 30 08 45 | about every 10 minutes | about every 4-8 minutes | 18 07 18 14 18 19 18 27 18 37 18 47 18 57 | about every 10-12 minutes |

Operated by Metroline for London Buses

MAYOR
OF LONDON

24 hour travel information
020 7222 1234

Textphone
020 7918 3015

Transport for London



GA&A DESIGN