PROPOSED DEMOLITION OF 30 CLIFF ROAD AND ERECTION OF NEW FOUR STOREY BLOCK CONSISTING OF 4NO. ONE BEDROOM FLATS, AND ERECTION OF NEW FOUR STOREY EXTENSION AND MANSARD ROOF AT 151-153 YORK WAY TO PROVIDE ADDITIONAL LIVING ACCOMODATION FOR THE EXISTING FLATS, TOGETHER WITH 2NO. ADDITIONAL RESIDENTIAL DWELLINGS.

DESIGN AND ACCESS STATEMENT JANUARY 2008

1) SITE DESCRIPTION & SURROUNDING AREA

The application site is situated in Camden, to the east of Kentish Town and west of Caledonian Park. The site, which is located on the corner of York Way and Cliff Road, is well served by local shops, services, and public transport facilities, with shopping parades to the north west and southeast, and a primary school & community centre immediately to the north. It is also located within reasonably close walking distance of Caledonian Road tube/railway station, together with the bus stops that run in both directions along York Way.

The area surrounding the site is predominantly characterised by three/four storey buildings with commercial uses at ground floor and a mixture of storage and residential flats on the upper levels. The site itself is currently occupied by a four storey building on the corner of Cliff Road and York Way consisting of a retail unit and restaurant at ground floor, with six residential flats on the upper stories, together with a smaller, two storey commercial building to the south west.

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2) DESIGN ELEMENT

a. Use and Amount

The application proposes a modest residential redevelopment of the site, involving the demolition of the existing commercial building at 30 Cliff Road, and the erection of a new residential block consisting of 4no. one bedroom flats. In addition, the scheme also proposes the erection of a four storey side extension and new mansard roof to the existing building at 151-153 York Way, which would provide an additional bedroom for three of the existing flats, whilst also creating two additional residential units on the top floor.

Overall it is considered that this amount of development accords with the principles of both Planning Policy Statement 3 (PPS3) — Housing, which encourages the appropriate redevelopment and re-use of previously developed land such as this, and Planning Policy Guidance Note 13 (PPG13) — Transport, which advocates the more intensive use of urban land, by redeveloping at higher densities, particularly in town locations where alternative modes of transport other than the car are available. As previously mentioned, the application site is fairly well served by public transport facilities, with a tube station, railway station and numerous bus stops all located within a short walking distance.

b. Layout, Scale, and Appearance

The layout of the proposed development is essentially dictated by the size/shape of the site, its relationship with the existing built form adjacent to it, and the position of the existing building which is to be replaced. The new residential block and extension to 151/153 York Way have therefore been positioned so as to continue the linear street scene that characterises Cliff Road.

The internal layout of the development has been designed to ensure that every main habitable room is provided with an appropriate aspect overlooking either Cliff Road to the north west or York Way to the north east. The application site is bounded by a 6 storey depository building to the south, and there are numerous other examples of 4/5 storeys buildings in the immediate surrounding area. The overall height and general scale of the proposed development has therefore been designed to reflect the existing development in the locality, with the size and scale of the proposed mansard roof mirroring that of the adjoining property at 149 York Way.

Overall, the proposal has been designed so as to integrate with the character of the surrounding buildings, with the design and external materials of the side extension matching that of the existing building, the mansard roof mirroring that of the adjacent building at 149 York Way, and the new residential block taking its reference from the more modern building to the north east on the opposite corner of York Way and Cliff Road. Further interest has been added to the proposal via the inclusion of balconies and small flat roofed dormer windows, and via the use of a variety of external materials, which include brick, render, clay rainscreen cladding, metal cladding/roofing, and slate.

c. Landscaping

The proposal would not require the removal of any significant trees/shrubs from the site.

5) ACCESS

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The layout of the existing building is such that it is not feasible to provide any off-street parking within the site. Taking into account the fact that no off-street parking is provided for the existing flats in the application property, together with the sustainable location of the site in relation to local shops, services and public transport facilities, it is not considered necessary to provide any off-street parking in this case.

Finally, with regards to the issue of internal access and circulation, the applicant is aware of the specific requirements of the Disability

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Discrimination Act, together with the need to comply with current Building Regulations.

6) CONCLUSIONS

Taking into account the above factors, it is considered that the proposed development adequately complies with the aims and objectives of all relevant Policies contained within the adopted Camden UDP, together with Government advice set out in PPS3 and PPG13, as referred to earlier in this statement.

It is therefore hoped that this statement assists and informs the Local Planning Authority in their consideration of this detailed planning application.

Hertford Planning Service January 2008