

**35 Upper Park  
London NW3**

Planning and Conservation Statement

on behalf of

Sebba Investments

27<sup>th</sup> March 2007







**Title** Planning and Conservation Statement  
**Project** 35 Upper Park Road, London NW3  
**Client** Sebba Investments  
**Date** 27<sup>th</sup> March 2007

Prepared by: Paula McClinton  
Senior Planner .....Date 27<sup>th</sup> March 2007 .....

Signed off by: Jeff Field  
Partner.....Date 27<sup>th</sup> March 2007 .....



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## Appendices

- 1: Photographic record
- 2: Planning history
3. Relevant policies extracted from Camden's Replacement Unitary Development Plan (RUDP), June 2006
- 4: Public Transport Accessibility Levels (PTAL) score for 35 Upper Park Road (including Transport for London's (TfL's) methodology)
- 5: Officer's Recommendation Report for the scheme refused at 8<sup>th</sup> February 2007 Development Control Committee
- 6: Decision Notice for scheme refused at 8<sup>th</sup> February 2007 Development Control Committee



## Progress to date

- This report has been prepared in support of a planning application for the demolition of an unremarkable detached house at 35 Upper Park Road, and its replacement with an exemplary, sustainable development. It is contended that the new building will undoubtedly enhance the Parkhill and Upper Park Conservation Area, of which it forms part.
- The scheme has been developed in close partnership with officers from the London Borough of Camden, in particular Louise Drum (Design and Conservation) and John Carter (Development Control). A similar scheme (application references: 2006/5211/C & 2006/5212/P) was submitted in November 2006, and although this received a positive recommendation for approval by the case officer, it was refused at the Council's Development Control Committee on 8th February 2007.
- The reasons for refusal related only to the external appearance and these are stated below. A full copy of the Decision Notice is included in Appendix 6:

*'The proposed development, by reason of its detailed design and attachment to the adjoining Victorian terrace, would appear as an incongruent element in the streetscene. This would harm the character and appearance of the existing terrace thereby failing to preserve or enhance the special character or appearance of the conservation area, contrary to UDP policies B1, B7 of the London Borough of Camden Replacement Unitary Development Plan 2006 and the adopted Parkhill Conservation Area Statement'.*

- The 'detailed design' comment referred to above was directed at the rhythm and pattern of fenestration to the then proposed main elevation (Upper Park Road). These elements have been re-visited and altered in the newly submitted scheme (this application). The Committee Members also wanted a clear gap between the proposed new building and its immediate neighbour in order to disconnect itself from the existing period terrace (No. 37 Upper Park Road). This has also been addressed by the creation of a 1.2m gap.
- It should be noted that these new revisions have been developed in close collaboration with Louise Drum and John Carter, and respond to all of the points raised by Members of the Committee.
- The Members supported the proposed scale and massing; the unit sizes; density; the amenity spaces; and the specific sustainability measures, all of which have been retained for this new scheme. These components remain broadly unaltered from the refused scheme, except for the effects of producing the building gap.



## Executive summary

- 35 Upper Park Road is an ordinary, two-storey post-War property located in the Parkhill and Upper Park Road Conservation Area. It does not relate in terms of height, scale, mass and design with the adjacent Victorian terrace immediately north of the site, nor to the scale of the modern infill apartment blocks to the south. Therefore, it is an anomaly. Its loss would not detract from the character and appearance of the conservation area, moreover, its replacement with the proposed scheme would undoubtedly enhance the streetscape.
- The conservation area was designated in 1973. However, a permission was granted for the redevelopment of 35 Upper Park Road in 1974, which was never implemented. This comprised a five storey building containing seven flats and four car parking spaces. Despite being granted some time ago, and expressed within a different planning and design policy context, this decision illustrates acceptance in principle to the demolition of the building and its replacement with one sympathetic to the prevailing height and scale of the streetscape.
- The architects have developed the scheme in an holistic manner through integration of design; density; accessibility; sustainability; energy efficiency; provision of communal facilities; and landscaping into the overall development.
- Energy efficiency and sustainability have been key considerations throughout the design process. The scheme will meet or exceed the Council's targets for reduction of Greenhouse gases through installation of renewable energy resources. Rainwater harvesting will be recycled for toilet flushing and irrigation. Further details are included in the Design Statement and XCO2's Renewable Energy Study and accompanying letter.
- The replacement development would provide a range of features and benefits including:
  - increased density on a brownfield site (a mix of seven units are proposed). The resultant density will equate to 146 units per hectare (u/ha), which complies with the Mayor of London's target of 100-150 u/ha (Table 4B.1 of the 2004 London Plan);
  - provision of private amenity space for five of the seven apartments;
  - a range of unit sizes (from one to three bedroomed apartments);
  - five fully wheelchair accessible apartments with the possibility of making the remaining two compliant;
  - all units qualify as Lifetime Homes;
  - provision of a resident-only gym;
  - new landscaping to the front and rear gardens;
  - use of energy saving initiatives, including super-insulated construction materials;
  - provision of secure bicycle and storage rooms and a recycling store.
- The replacement building complies relevant national, regional and the following policies included within Camden's Replacement Unitary Development Plan (RUDP, June 2006): SD4; SD6; HD1; HD7; HD8; B1; B7 and T1.



## 1.0 Introduction

- 1.1 This Statement has been produced by Cluttons LLP Planning and Regeneration team, in support of applications for Conservation Area Consent for demolition of the existing building at 35 Upper Park Road, London NW3, and Planning Permission for the erection of a new building comprising seven units. The applications have been submitted on behalf of Sebba Investments ('the applicant').
- 1.2 This report should be read in conjunction with the following plans:

Plans:

01: site plan	12: proposed 3 <sup>rd</sup> floor
02: existing ground floor	13: proposed 4 <sup>th</sup> floor
03: existing plans and section	14: proposed roof plan
04: street facades	15: proposed section AA
07: proposed sub-basement	16: proposed section BB
08: proposed lower ground floor	17: proposed section CC
09: proposed ground floor	18: proposed street elevation
10: proposed 1 <sup>st</sup> floor	19: proposed garden (rear) facade
11: proposed 2 <sup>nd</sup> floor	20: proposed side elevation (section DD)
	21-23: site boundaries

Sketches (for illustration):

- 05: perspective - from Upper Park Road  
06: perspective - from the rear

In addition to:

- Design Statement produced by The Heder Partnership and Kevin Fellingham Architecture (consultant architect and urban designer);
- XCO2's Daylighting Impact Assessment (Sept 06) and Covering letter (March 07);
- XCO2's Renewable Energy Study (Sept 06) and Covering letter (March 07);
- Nick Devlin Associates' EcoHomes Pre-Assessment Report (Oct 06) and Covering letter (March 07);
- John Medhurst's (Consultant Landscape Consultant) Detailing reporting on the Existing Vegetation on Site (March 07);
- The Heder Partnership's illustrated booklet of 'Recent Works', which includes their RIBA International Award (2006) for a collaborative scheme with the world renowned Daniel Libeskind;
- Kevin Fellingham Architecture Practice Profile.

- 1.3 The report is structured as follows. Progress to date and an Executive summary precede the main report. Section 1.0 provides an introduction to the scheme and Section 2.0 identifies the location and provides a description of 35 Upper Park Road. The historical development of the site is illustrated with maps at section 3.0 and this is followed by an assessment of the Parkhill and Upper Park Conservation Area, and the existing building's contribution to it, at section 4.0. Section 5.0 details the proposals (discussed further in the accompanying Design Statement) and section 6.0 assesses the existing building and replacement scheme in light of relevant policy guidance. A more detailed case for demolition of the existing building and replacement with the proposed scheme is given at section 7.0 and conclusions follow at section 8.0. Six appendices listed under the Contents page finally conclude the report.

## 2.0 Location and description of 35 Upper Park Road, NW3

- 2.1 35 Upper Park Road was constructed in 1957, although it is not clear who was responsible for its design. Detached, and standing at two storeys, it has been considerably altered and extended into the roof space, to the rear and the side. The roof is tiled with exposed guttering and overhanging eaves, a style common in post-War suburban properties of this period. A new means of access on site was also formed at this time.
- 2.2 From street level the property is accessed by a series of steps, which would be removed under the new proposal. The street level of this part of Upper Park Road is 3.50 metres lower than the back of the site. There are mature gardens at the front and to the rear. Specimens include bamboo, Japanese Cherry, Common Holly and Western Red Cedar, which is grown as a hedge. There are no trees within the property's demise, a pear tree located in the rear garden of No. 33, which abuts the party wall to No. 35, would be protected during redevelopment. The architects have ensured that the replacement scheme will not affect the tree by creating a buffer zone between the proposed garden works and the tree. They have liaised extensively with John Medhurst (Landscape Consultant) to ensure the replacement development will not cause it harm. A detailed vegetation assessment is included in a separate report.
- 2.3 A full planning history for the property is included at Appendix 2 of this report and includes details on all applications made from 1957 to the latest in 1984.



**Fig 1**

The house sits well back from the street frontage and the adjacent Victorian terrace to the north (starting with No. 37). Its position results in a poor relationship to the street and an 'overexposed' gable end to the start of the terrace.



**Fig 2**

No. 35 is 'lost' in this view taken from the south of Upper Park Road. It unsatisfactorily mediates between the terrace and the modern development to the south (left of photograph).



**Fig 3: The site today**

### 3.0 Site development: Ordnance Survey maps

**Fig 4: 1953**



**Fig 5: 1965**



**Fig 6: 1975**



**Fig 7: 1980**

**Fig 4: 1953**

The site was vacant at this time awaiting construction of No. 35 four years later. The substantial villas on Upper Park Road are evident and were laid out from 1862, mostly by the builder Richard Batterbury. The post-War blocks of Barn Field and Wood Field, on the east side of Upper Park Road, have been constructed and mark the transition from traditional villas to modern development.

**Fig 5: 1965**

35 Upper Park Road has now been constructed. The building fills a relatively small portion of the plot, is much smaller than its Victorian neighbours, and is set well back from the street line.

**Fig 6: 1975**

No. 33 Upper Park Road (directly south of the site) has been demolished and replaced with the current building. A number of the villas directly south of No. 33 have also been replaced.

**Fig 7: 1980**

The site remains the same, however more modern development is evident to the south of No. 33.



## 4.0 The Parkhill and Upper Park Conservation Area

### Context

- 4.1 The document referred to in this section of the report is the London Borough of Camden's Parkhill and Upper Park Draft Conservation Area Statement (March 1996). Although the guidance is ten years old and has not been formally adopted, it is the latest and most up-to-date version produced by the Council, and is used to guide development proposals.

### Designation

- 4.2 The conservation area was first designated to include Parkhill, Upper Park Road and Lawn Road. It was subsequently extended in November 1991 to include Downside Crescent, part of Garnett Road, and the remainder of Lawn Road. The extent of the boundary is shown overleaf.

### Description

- 4.3 The following is an extract from the Statement.

*'The Parkhill and Upper Park Conservation Area is irregular in shape. It lies east of Haverstock Hill with the road forming the southern boundary from Belsize Park Underground Station down to the Seventh Day Adventist Church. To the east it lies to the rear of the properties fronting Parkhill Road. It includes Lawn Road, Downside Crescent and part of Garnett Road. The St. Pancras almshouses adjoining St. Dominic's the Woodlands and nature reserve in Lawn Road, Isokon flats and Mall Studios are also included in the Conservation Area'.*

### Development

- 4.4 The area was predominantly fields when development commenced in the 1860s. By 1862 development grew along Lawn Road, Upper Park Road and Parkhill Road on a curved pattern. The development was known as the St Johns Park Estate, and the semi-detached villas which formed it were laid out on a very generous scale with long gardens and gaps between the villas. By 1891, much of the development along these roads was completed.

### Character and appearance

- 4.5 The following assessment has particular regard to the Upper Park Road area. The conservation area is mostly residential, with the exception of a few commercial uses on Haverstock Hill. Although the main growth of development was in the 1960s the architectural style and character from later periods is varied, which is a characteristic of the conservation area as a whole.

Upper Park Road is characterised by a range of architectural styles, including paired villas in an Italianate style; 1930s Modernist terraces; post-War houses such as No. 35; 1960s - 1980s flat developments; Arts and Crafts style houses (northern end of the street); and a Brutalist concrete Council flat of 12/13 storeys, which punctuates the vista at the northern end of Upper Park Road.



**Fig 8:**

The Parkhill and Upper Park Road Conservation Area is in green and the site in red

- 4.6 The accompanying Design Statement by The Heder Partnership and Kevin Fellingham Architecture discusses in more detail the varied townscape elements that comprise the conservation area.

**Contribution of 35 Upper Park Road to the conservation area**

- 4.7 The national guidance for heritage matters is PPG15: 'Planning and the historic environment' (1994). Paragraphs 4.25 - 4.29 are concerned with the control of demolition in conservation areas. Local authorities are 'required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question'. Paragraph 4.27 states that the presumption should be 'in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area' - the subject site does not.
- 4.8 At best, No. 35 makes only a neutral contribution. It is a very ordinary post-War house, which has been the subject of additions and alterations over the years, including conversion of the roof space and extensions to the rear.
- 4.9 The building's setback position means that it relates poorly to the street, and bears little relationship to the existing street line of the neighbouring Victorian terrace immediately north of the site. In addition, No. 35 is under-scaled, and its rotated aspect leads to exposure of the dominant gable wall of No. 37. This phenomenon is illustrated at Figs 1 and 2 of this report and explained further in the Design Statement.



## 5.0 The proposals

### Design principles

- 5.1 Careful consideration has been given to the proposed new building and its conservation context. It is considered that the replacement scheme would enhance the townscape, while adhering to core design principles in the area.
- 5.2 The new building would relate to its existing townscape as follows. These principles, and more, are addressed in detail in the architects' Design Statement.

It would:

- be expressed as a terraced dwelling rather than a collection of apartments;
- divided into upper and lower halves, reflecting the layout of the terrace to the immediate north;
- have a rendered and painted facade in the manner of the nearby Italianate villas and the 1930s houses;
- include a recessed stair and lift enclosure designed as a minimally frames glass element to open up the view of the sky between the buildings;
- adhere to the building line of Victorian villas rather than sitting too far back.



**Figs 9 & 10:**

Architects' sketches of the proposed Upper Park Road elevation seen in the context of its immediate neighbours, from the south and north

### Configuration of new building

- 5.3 The scheme will create seven apartments over lower ground, ground and four floors above. The overall height above ground is 14.20 metres, which is equal to that of its neighbour to the north, No. 37. 696 square metres of accommodation will be provided. The mix of apartments are: 2 x 1 bed; 3 x 2 bed and 2 x 3 bed.
- 5.4 Details of the scheme layout follow, and should be viewed in conjunction with the plans that accompany this application, references for which are listed at section 1.0 of this report.

### Summary matrix

	Apt 01	Apt 02	Apt 03	Apt 04	Apt 05	Apt 06	Apt 07
Floor area (sq m)	94	170	132	66	46	92	96
No. bed-rooms	1	3	3	2	1	2	2
Floor level	lower ground	lower ground & ground	1 <sup>st</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	3 <sup>rd</sup> & 4 <sup>th</sup>	3 <sup>rd</sup> & 4 <sup>th</sup>
Amenity space	private garden	two private terraces	private garden	private terrace	-----	private terrace	-----

### Scheme details

- 5.5 Sub-basement (200 sq m):
- accommodates residents-only gym, storerooms, water tanks and pump room.
- 5.6 Lower ground:
- parking for 12 bicycles and a recycling store area.
- Apt 01** (94 sq m)
- one bed apartment located on the eastern side (street side);
  - benefits from private garden;
  - qualifies as a Lifetime Home;
  - fully wheelchair accessible.
- 5.7 Lower ground and ground floor:
- Apt 02** (170 sq m over lower ground and ground floor);

- family sized three bed apartment;
- benefits from two private terraces, which can be directly accessed from all bedrooms and the main living/ dining area;
- qualifies as a Lifetime Home;
- fully wheelchair accessible.

5.8 1st floor:

**Apt 03** (132 sq m);

- family sized three bed apartment spanning whole floor;
- benefits from a private garden;
- qualifies as a Lifetime Home;
- fully wheelchair accessible.

5.9 2nd floor:

**Apt 04** (located on the west side (rear); 66 sq m);

- 2 bed apartment;
- benefits from a private terrace, accessed directly from the living area;
- qualifies as a Lifetime Home;
- fully wheelchair accessible.

5.10 2nd floor:

**Apt 05** (located on the east side (street); 46 sq m);

- 1 bed apartment;
- qualifies as a Lifetime Home;
- fully wheelchair accessible.

5.11 3rd & 4th floors:

**Apt 06** (located on the west side (rear); 92 sq m);

- 2 bed apartment;
- benefits from a private terrace
- qualifies as a Lifetime Home;
- can be made fully wheelchair complaint if so required (by the addition of a stairlift).

5.12 3rd & 4th floors:

**Apt 07** (located on the east side (street); 96 sq m);

- 2 bed apartment;
- qualifies as a Lifetime Home;
- can be made fully wheelchair complaint if so required (by the addition of a stairlift).

### **Scheme features and benefits**

#### 5.13 Accessibility

Five of the seven apartments (01-05) are fully accessible, and the remainder can comply if required, through installation of platform lifts to the stairs. All apartments also fulfil the criteria of Lifetime family homes. Common areas shared by residents have all been designed to accommodate wheelchair users.

#### 5.14 Amenity space

Five apartments will have exclusive use of private outdoor space in the form of terraces (Apartments 02, 04 and 06) or gardens (Apartments 01 and 03).

#### 5.15 Bicycle parking

Bicycle spaces will be located in a secure and well-lit designated area at lower ground level, adjacent to the recycling room.

#### 5.16 Construction

The building will be erected within as short a timeframe as possible, in order to minimise disruption to neighbouring residents.

#### 5.17 Energy saving

Energy efficiency is at the forefront of the architects' minds as they would like to integrate energy saving methods/ materials to the building where possible. For example, utilisation of super-insulated construction materials, integrated photovoltaics, and the possibility of including mini turbines at roof level, have all been considered. The Council's opinions on the appropriateness of these initiatives would be welcome.

#### 5.18 Mix of units

The scheme will provide a range of seven accessible apartments designed to a high specification. The range of one bedroom - three bedroom units will attract a mix of single residents, couples and families.

#### 5.19 Further details about these elements are included in the Design Statement.

## 6.0 Planning policy application

- 6.1 Relevant national, regional and local guidance and policies are considered in the following section.

### National guidance

- 6.2 The relevant National Planning Policy Guidance Notes/ Statements are:

- PPS1: Delivering Sustainable Development (2005);
- PPG3: Housing (2005) and the emerging replacement Planning Policy Statement (PPS) 3;
- PPG15: Planning and the Historic Environment (1994).

#### ***PPS1: Delivering Sustainable Development (2005)***

- 6.3 PPS1 encourages sustainable development in new design and recognises that good planning and good design are inextricably linked. Paragraphs 33 - 39 of the document discuss in detail the guiding principles for good design, and these are echoed in Camden's Replacement UDP, the relevant policies from which are discussed later in this section.

#### ***PPG3: Housing (2005) and PPS3***

- 6.4 The proposed scheme will uphold the overall themes of PPG3, which promotes inclusive, sustainable and well-designed new homes.

#### ***PPG15: Planning and the historic environment (1994)***

- 6.5 PPG15 sets out Government policy on historic buildings, conservation areas and other elements of the historic environment, and is therefore relevant when considering the demolition of the current building and replacement with the proposed scheme.
- 6.6 No. 35 Upper Park Road has a neutral impact at best on the character and appearance of the Parkhill and Upper Park Road Conservation Area (number 13), thus it is submitted that the PPG15 tests contained in PPG15 for an unlisted building that makes a positive contribution to a conservation area, do not apply. Paragraph 4.27 of PPG15 advises that the local planning authority will need to have full information about what is proposed for the site after demolition, a condition met by all submitted information with this application.

### Strategic guidance

- 6.7 The London Plan (February 2004) provides strategic guidance for all planning matters in London's 32 Boroughs and the Corporation of London. Camden's total new homes target set out in the Plan for the period 1997-2016 is 16,940, with an annual target of 850. The proposals at Upper Park Road will contribute to this figure, replacing a single dwelling with seven self-contained apartments.

## Local guidance

### ***Camden's Replacement Unitary Development Plan (RUDP) (adopted June 2006)***

- 6.8 Camden's Replacement Unitary Development Plan (RUDP, adopted June 2006), considers all strategic policies at a local level. A planning policy review of relevant guidance has been undertaken to assess the proposals at 35 Upper Park Road. Verbatim policy wording is included at Appendix 3.0 of this report. To follow is an assessment of the proposals, with a description of how these would respond to relevant local policies.

## Sustainable Development

### ***SD4: Density of Development***

- 6.9 Planning permission will be granted for development that makes full use of a site's potential. The Council will consider many factors including character and scale of the surrounding area; the nature of the site and quality of design. The Council encourages developments with high densities that are sensitively designed and recognises that such developments make the best use of the scarce amount of land available in the Borough by increasing the amount of development on a given site.

Response: The existing site is currently under-utilised due to the relatively small plot area occupied by the present house, and the single occupancy of the residential unit. The density of the proposed scheme equates to 146 units per hectare (u/ha), which complies with the Mayor of London's target of 100-150 u/ha (Table 4B.1 of the 2004 London Plan).

### ***SD6: Amenity for occupiers and neighbours***

- 6.10 The Council will not grant planning permission for development that it considers harmful to the amenity of occupiers and neighbours. Factors that the Council will consider include: visual privacy and overlooking; sunlight and daylight levels; artificial light levels; and microclimate.

Response: Private amenity space will be incorporated into five of the seven apartments. The four terraces have been carefully positioned in order to negate the likelihood of overlooking into the neighbouring buildings (no. 33 to the south and no. 37 to the north). The client commissioned a detailed daylight study to ascertain the effect of light levels on neighbouring properties, and in principal rooms and spaces within the proposed development. The report findings are detailed in the accompanying report by XCO2, which in summary states:

*'In short, based on XCO2's analysis using the information provided to us by the architect and the methodology set forth in the BRE guidelines, the new development has only a negligible impact on daylight and sunlight levels of the neighbouring properties'.*

## Housing

### ***H1: New housing***

- 6.11 The Council will seek to meet and exceed the strategic housing target for the Borough, and will grant planning permission for development that increases the amount of land and floorspace in residential use, provided that the accommodation reaches acceptable standards.

Response: Five of the seven apartments are fully accessible and the remaining two can also be brought to this standard if so required. The units are a range of sizes (from one to three bedrooms); provide sought after amenity space, incorporating sustainable and energy efficiency methods through super-insulated materials and other energy saving devices.

The family units (Apartments 02 and 03), which have private amenity space, are located at ground and first floors, which is in line with Camden's Plan Guidance Consultation Draft 2006 document.

Government targets advise that Camden should aim to develop 60% of additional housing on previously used brownfield sites. This scheme will therefore contribute to the Borough's target.

### ***H7: Lifetime homes and wheelchair housing***

- 6.12 The Council will encourage new housing developments to be accessible to all, and will grant planning permission for proposals designed to be accessible to people with disabilities.

Response: The architects have eradicated the restrictive nature of the existing site, by eliminating the external steps. All seven apartments and communal areas are accessible via a lift. Five of the units are fully wheelchair compliant. Platform lifts can be installed to the stairs of the remaining two apartments to make them fully accessible for wheelchair users.

All apartments meet the criteria for Lifetime Homes.

### ***H8: Mix of units***

- 6.13 The Council will only grant planning permission for residential development that provides an appropriate mix of unit sizes, including large and small units.

Response: As detailed at section 5.0 of this report, the development will provide: 2 x 1 bedroom unit; 3 x 2 bedrooled units; and a 2 x three bedroom unit.

## **Built Environment**

### ***B1: General design principles***

- 6.14 The Council will grant planning permission for development that is designed to a high standard and will consider many design principles, including: building lines of the surrounding area; height, bulk and scale of neighbouring buildings; the design of neighbouring buildings; and the quality and appropriateness of detailing and materials used. The Council recognises the importance that innovative and imaginative designs can play in the enhancement and renewal of the built environment.

Response: The architects are committed to design excellence, as illustrated in the accompanying 'Recent Works' brochure, which includes their collaborative scheme with Daniel Libeskind, recognised by an RIBA International Award in 2006. They have responded to Camden's desire to contribute outstanding contemporary design to the Borough, while developing a scheme that enhances the character and appearance of the Conservation Area. An eclectic range of architectural styles co-exist in the Parkhill and Upper Park Road Conservation Area, and the replacement scheme will continue this positive juxtaposition.

### ***B7: Conservation areas***

- 6.15 The Council will only grant consent for development in a conservation area that preserves or enhances the special character or appearance of the area. It will not grant conservation area consent for the total demolition of an unlisted building that makes a positive contribution to the area.

Response: As discussed elsewhere in this report, the existing building makes at best only a neutral contribution to the character and appearance of the Conservation Area. Along with the accompanying Design Statement, the architects have included a high level of illustrative material, which demonstrates that the replacement building will enhance the Conservation Area to an appreciably greater extent than the existing building.

## **Transport and Development**

### ***T1: Sustainable transport***

- 6.16 There are four sub-sections to this policy, namely, sustainable transport development; transport assessments, travel plans and clear zone region, the last three of which do not apply to the development proposals in question. The Council will grant planning permission for development that encourages travel by walking, cycling and public transport.

Response: The PTAL (Public Transport Accessibility Level) score for the property is 3, which is moderate on the scale that spans 1 - 6 (6 being the best score). Full details of Transport for London's (TfL) methodology used to produce the score is included at Appendix 4. Twelve bicycling racks, housed in a secure store, are located at lower ground floor.

### ***Parking***

- 6.17 Upper Park Road is within a controlled parking zone between the hours of 8.30 a.m. and 6.30 p.m. The Council advocate car-free schemes and as Upper Park Road is a 'stressed parking street', only one on-street space has been allocated. This is covered by a Planning Agreement.

### **Conservation area guidance (Supplementary Planning Guidance (SPG)) Camden's Parkhill and Upper Park Road Conservation Area Statement (March 1996)**

- 6.18 The architects have had due regard to guidance laid down in SPG in the development of a replacement scheme at 35 Upper Park Road.

### ***Demolition***

- 6.19 Paragraphs 7.5 - 7.7 discuss demolition within the Conservation Area and state that consent for demolition will be approved if the replacement scheme preserves or enhances the Area.

Response: It is contended that the proposed scheme will contribute an exemplary piece of sustainable and accessible architecture to the Conservation Area.

### ***New development***

- 6.20 Paragraph 7.8 states that all new development should respect existing features such as building lines, rooflines, elevational design, and where appropriate architectural characteristics, detailing, profile, and materials of adjoining buildings.

Response: The accompanying Design Statement details the architectural and urban design philosophies underpinning the scheme proposals.

### ***Basements***

- 6.21 Paragraph 7.23 suggests that new basements will generally be resisted for traffic and design reasons.

Response: Two lower levels will not result in an increase in traffic as the scheme is car-free. The additional floorspace will help provide communal facilities (residents-only gym; bicycle racks; storage facilities; recycling storeroom and a number of secure storage rooms). The architects have taken care in cleverly screening the lower floors at street level.

### ***Trees and Landscaping***

- 6.22 Paragraphs 7.24 - 7.28 are relevant. The SPG suggests that new trees should be sensitively integrated into the design of any development and that a high standard of external space

(hard and soft) should respect the character and appearance of the Conservation Area.

Response: The existing rear garden will be fully retained and substantial new landscaping proposed. John Medhurst, an independent landscape consultant, assessed the existing vegetation on site and comments that 'none of the trees on site are exceptional specimens of their type' (see separate report). The scheme has made provision for protection of the pear tree in the rear garden of no. 33, following extensive discussions with John Medhurst, who makes the following observation:

*'Excavations close to the roots of the Pear tree in the adjacent garden might have affected this tree, which has some historic as well as amenity value in this area, except that the proposed development alleviates this possibility by diverting the basement walls around the tree'.*

### **Front and back garden spaces**

- 6.23 Paragraphs 7.29 - 7.36 recognise the importance of such spaces and will resist the loss of private space.

Response: The rear garden will be fully retained. The proposed building presents an opportunity to create a new, exceptionally well-designed garden of real merit. As observed in the accompanying Landscape Consultant's report, none of the trees or vegetation on site is worthy of retention. The stepped terraces on the rear extension all include planted areas using extensive green roof systems with an available depth of 200mm (in excess of minimum requirements).

The lower courtyard will incorporate sustainably sourced timber decking and high quality paving.

The front garden will incorporate larger trees to improve and continue the streetscape, along with intensive gardening within raised planters integral within the boundary wall. Two new trees are proposed, which will improve the streetscape and make up for the lack of street trees along this part of Upper Park Road.

### **Architectural features, materials and maintenance**

- 6.24 Paragraphs 7.40 - 7.45 state that the use and choice of materials for new development can have a significant effect on the character and appearance of the Conservation Area and should therefore be appropriate for the setting and character of the Conservation Area.

Response: The architects have carefully selected materials to be used in the replacement scheme and have chosen render as the most appropriate, as it relates to the Victorian Italianate terrace to its immediate north, without creating a pastiche of this vernacular. The building does not attempt to emulate other buildings in Upper Park Road, yet is respectful of the guiding principles of good architecture in the Conservation Area, such as being mindful of scale, height, rooflines, rhythm of fenestration and architectural detailing. These issues are expanded upon in the accompanying Design Statement.

## 7.0 The case for permission

- 7.1 The following points set out why the relevant applications should be granted both for the demolition of 35 Upper Park Road, and its replacement with the proposed development.
- 7.2 The existing building does not make a positive contribution to the Parkhill and Upper Park Conservation Area. At best, its contribution is neutral. Its scale, mass and articulation, combined with the exaggerated set-back and rotated aspect, result in a building that provides little to no townscape value. In any event, planning permission was granted by the Council as far back as 1974 for its redevelopment for seven flats.
- 7.3 The new replacement scheme has been developed in close collaboration with the Council's Conservation and Design and Development Control Officers. The final scheme is predicated on a series of urban design considerations, which are:
- Respecting rooflines. The replacement building will match the height of the Victorian terrace to its immediate north;
  - Elevational lines. The proposed building will follow the ridgeline and central 'band' of the Victorian properties to its immediate north;
  - Restoration of the streetline. By ensuring that there is a clear demarcation of public and private space by inclusion of a front boundary wall, which will be in keeping with the rhythm of the street.
- 7.4 Site density of the proposed scheme is 146 units per hectare (u/ha), which complies with the Mayor of London's target of between 100 - 150 u/ha (found at Table 4B.1 of The London Plan (February 2004)).
- 7.5 The scheme is wheelchair accessible, offers a range of unit sizes and provides much sought after amenity space, along with a design that will enhance the character and appearance of the conservation area.
- 7.6 The conservation area already includes an eclectic mix of architectural styles including Victorian Italianate; late Victorian; Edwardian villas; 1930s style houses and 1960s/70s/80s blocks of flats, demonstrating that different styles of architecture can successfully evolve and develop in the area, as well as enhancing its character and appearance.
- 7.7 Redevelopment of No. 35 may stimulate demolition and replacement of No.33 with another building which may enhance the conservation area.
- 7.8 The scheme has been developed from an holistic standpoint, with design; amenity; accessibility; mix of units; energy efficiency; sustainability and construction methods all key considerations.
- 7.9 The scheme is in tune with Camden's 'Design initiative', which sets high standards for all design aspects of the built environment and building on good practice
- 7.10 A comprehensive policy review is included at section 6.0. In summary, the proposals adhere to: relevant national policies laid down in PPS1, PPG3, PPS3, PPG15; relevant strategic guidance included in The London Plan; and, the following local policies promoted by the Council - SD4; SD6; HD1; HD7; HD8; B1; B7 and T1.



## **8.0 Conclusions**

- 8.1 This report along with accompanying Design Statement, Energy Report, Daylight Report, Landscape Assessment and associated plans, illustrate the measured and thoughtful approach taken by the architects and client team in development of the replacement scheme for 35 Upper Park Road.
- 8.2 The scheme will undoubtedly be an improvement over the existing building and will contribute positively to the enhancement of the character and appearance of the Parkhill and Upper Park Conservation Area.
- 8.3 This new scheme responds wholeheartedly to the comments made by Members of the Council's Development Control Committee on 8<sup>th</sup> February 2007. Members have already promoted the contemporary design and other details measures such as scale and massing.
- 8.4 It is considered that Conservation Area Consent and Planning Permission should therefore be granted for the proposals.



Appendix 1 Photographic record



**Clockwise from top left:**

No. 35 in the streetscape; front elevation; looking along the rear elevations of the Victorian terrace north of the site; rear of Nos. 35 and 37; and rear extension of No. 35 (in white) with block of flats to the south of No. 33

## Appendix 2 Planning history for 35 Upper Park Road, NW3

Date	Application	Decision
19.10.84	Conversion of loft space to provide a bedroom and bathroom	Granted
30.04.80	The erection of a single storey rear extension	Granted
15.06.79	Construction of a single storey extension to side and rear	Granted
21.01.74	The redevelopment of No. 35 by the erection of a 5-storey building comprising seven dwelling units and 4 car parking spaces	Granted Conditions - materials/ landscaping
12.10.73	Erection of a 5-storey building with basement at No. 35 comprising seven dwelling units	Refused  Proposed building would be out of character of the street scene by reason of its elevational treatment and overall architectural appearance.  The redevelopment of this site in isolation and in the manner proposed without regard to adjoining properties would detract from the character of the street scene.
18.12.57	Erection of a prefabricated private lock-up garage at No. 35.	The garage not being used either than for the accommodation of private vehicles.
17.10.57	The erection of a two storey detached house with ancillary private garage and formation of a new means of access to the highway on the site known as No. 35	Granted
27.06.57	The erection of a building comprising two flats and two private lock-up garages , and the formation of a means of access to the highway at No. 35	Granted

Appendix 3 Relevant policies from Camden's Replacement Unitary Development Plan (RUDP), June 2006

**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.

- 1.33 Density is a measure of the amount of development in a given area. The Council wishes to encourage developments with high densities that are sensitively designed with regard to the surrounding area and amenity. The design policies in the Built Environment section elaborate on this point, as does policy SD6 on amenity. Residential development should conform wherever possible to the density ranges set out in Table 4B.1 of the London Plan.
- 1.34 High densities make the best use of the scarce amount of land available in Camden by increasing the amount of development on a given site. High densities can contribute towards sustainable development, and contribute to the viability of local facilities and services by increasing their catchment population.
- 1.35 Proposals for development should be designed to a high standard and consider the character and built form of the surrounding area. The density of development that is suitable for a particular site must take account of the density of the surrounding area, as the nature of density varies across the borough. What would be an acceptable level of density in Central London

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Area, Town Centres and other locations well served by public transport may be too dense in other parts of the Borough. However, development should not automatically copy the density of the surrounding area, as in many cases good design should enable densities higher than the surroundings to be provided without harming the character of an area. Development schemes with a density below that of the surrounding area will normally be resisted. This policy applies to all types of development. Policy H1 - New housing in the Housing section of this Plan contains further information on density in relation to housing.

## AMENITY

### **SD6 - Amenity for occupiers and neighbours**

The Council will not grant planning permission for development that it considers causes harm to the amenity of occupiers and neighbours. The factors the Council will consider include:

- a) visual privacy and overlooking;
- b) sunlight and daylight levels;
- c) artificial light levels;
- d) noise and vibration levels;
- e) odour, fumes and dust;
- f) the adequacy of facilities for storage, recycling and disposal of waste; and
- g) microclimate.

- I.40 At the local level, the protection of amenity needs to be a major consideration in assessing development proposals. Almost all developments will have some impact on their surroundings. The main impacts against which it will be necessary to protect amenity are set out in factors a) to g) in policy SD6.
- I.41 Harmful effects to the amenity of existing and future occupiers on a development site and to nearby properties should be avoided, especially in the case of residential buildings. The design of development should give consideration to overlooking and the potential effects on privacy, and allow sufficient daylight and sunlight into buildings and land. Occupiers and neighbourhoods should also be protected from excessive artificial light, noise and vibration pollution and from odour, fumes and dust. Adequate provision should be made for waste facilities and the effect of the design of any development on the surrounding microclimate should also be taken into consideration.
- I.42 Privacy and overlooking are very much a function of distance, vertical levels of onlooker and subject, as well as the horizontal angle of the view. Roof terraces and balconies should not result in unacceptable disturbance to the

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privacy of neighbouring habitable rooms and any garden space that is in separate occupation. Overlooking from the public highway and from neighbouring private gardens and parking areas will also be considered. On sunlight and daylight, the Council will apply the standards recommended in the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' (1991). Policy SD7A deals further with light pollution, and noise and vibration are addressed in policy SD7B. Policies SD8A and SD8B address amenity disturbance due to the specific harm that can be caused by plant and machinery, and demolition and construction. Policy SD12A addresses the sorting and storage of waste. Supplementary guidance contains further information on microclimate.

**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.

- 2.8 To increase the supply of housing in the Borough, the Council will look favourably on schemes for new residential development, new build, conversions and extensions, that provide accommodation of an acceptable standard. The objectives and standards contained in section 1 - Sustainable Development (e.g. policies SD1 and SD6), elsewhere in the UDP and in supplementary guidance will be applied to ensure that sustainable and inclusive communities and a good living environment are created. The Council will also apply the other UDP policies to protect a range of types of residential accommodation, and to protect other important land uses.
- 2.9 The Council will encourage vacant and underused sites to make a full contribution to meeting housing needs in the Borough. In order to maximise residential development, the Council may require a primarily or wholly residential development on suitable sites, subject to the other policies in this Plan.
- 2.10 Land is limited in Camden and all housing development in the Borough will be on previously developed land. In this way, Camden will make an important contribution to meeting the government's target of 60 percent of additional housing on previously used, "brownfield" sites.
- 2.11 High densities will be an important means of making the best use of the scarce amount of land available in Camden by increasing the amount of housing provided on a given site. This helps to meet overall housing needs and will increase the amount of affordable housing provided in the Borough. High densities can also contribute towards sustainable development and contribute to the viability of local facilities and services by increasing their catchment population. Policy SD4 in section 1 - Sustainable Development sets out the Plan's approach to density.
- 2.12 The Council wishes to encourage housing developments with high densities that are sensitively designed with regard to amenity and its surroundings. This applies to all schemes involving increases in residential floorspace, including new build, changes of use and mixed-use schemes.
- 2.13 The density of development that makes the fullest use of a site's potential will relate to site circumstances. A minimum density figure of 50 dwellings per hectare (200 habitable rooms per hectare) will be used for guidance. High density development will be expected at locations in the Central London Area, Town Centres and other locations well served by public transport.

## IMPROVING THE ACCESSIBILITY OF HOUSING

### **H7 - Lifetime homes and wheelchair housing**

The Council will encourage all new housing developments, including changes of use and conversions, to be accessible to all. All new housing should be built to 'Lifetime Homes' standards and ten per cent of new housing should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

The Council will grant planning permission for proposals designed to improve existing properties to make them suitable for people with disabilities.

- 2.46 There is a shortage of housing in Camden, and throughout the country, to meet the needs of those with mobility difficulties and other disabilities, who find much of the existing housing stock does not meet their needs. The Council wants to increase the amount of housing in Camden accessible to everyone, regardless of their ease of mobility.
- 2.47 The Council believes that new housing should allow less mobile residents to live as independently as possible. Accessible homes give them greater choice about where to live and mean people are less likely to need to move when they become less mobile. The less mobile can include the elderly, people with disabilities, people with injuries, and pregnant women. Improved accessibility in the housing stock can also help people with small children who need to use pushchairs or prams.
- 2.48 Accessible housing also increases opportunities for people with disabilities to visit other people's homes. Increasing the availability of accessible housing means more people with disabilities can live independently and will help give them a choice in the location and quality of their accommodation.
- 2.49 The demand for accessible housing is increasing as a result of an ageing population and increasing recognition of the rights of people with disabilities. The Council will seek to increase the amount of housing that is accessible to all through policy H7. It applies to all housing schemes, whether new build, conversions or changes of use, and whether market, social or intermediate housing is provided.
- 2.50 Part M of the Building Regulations requires new build housing to be built to mobility standards. This includes features such as downstairs toilets, ramped

- or level access and wide doors, which allow people with mobility difficulties and other disabilities to visit and use new dwellings.
- 2.51 Part M does not require mobility standards to be met in conversions or changes to residential use. The Council will encourage developers carrying out conversions and changes of use to construct units to mobility standards where this is practicable.
- 2.52 Lifetime homes are more flexible and adaptable than those required under Part M. They are designed to be capable of meeting the different requirements created by changing life circumstances, such as having a family and old age. This lets people continue living in the same house for as much of their life as possible. The lifetime homes standard is defined in the Joseph Rowntree Foundation publication "Meeting Part M and Designing Lifetime Homes" (1999). All new housing should be built to 'Lifetime Homes' standards. This will not apply to purpose-built student housing which does not fall within use class C3.
- 2.53 It is important for the independence and quality of life of wheelchair users that housing is provided that specifically meets their needs. Therefore, a proportion of new dwellings should be designed for wheelchair users. Ideally, 10 percent of units should be wheelchair housing.
- 2.54 Such housing should provide more space than a standard dwelling to allow a wheelchair to be manoeuvred. Although it is likely that wheelchair accessible housing will usually be provided on one level, such accommodation can be provided on two levels by installing a vertical rise lift. It should also have adjacent parking and a level entrance. When assessing whether a scheme is suitable to provide wheelchair housing on site, the Council will consider the ease of access by wheelchair to the site and local facilities and services.
- 2.55 Where listed buildings are being altered for the provision of access for people with disabilities, the Council will balance their needs with the interests of conservation and preservation (see policy B6 in section 3 - Built Environment). The listed nature of a building does not preclude the development of inclusive design solutions, and where possible access for all to, and within, listed buildings should be created.

#### **PROVIDING A RANGE OF HOUSING**

- 2.56 The Council wants the housing stock in the Borough to support balanced and sustainable residential communities. This requires a range of housing in terms of size and type to meet housing needs and to help maintain flexibility of movement within the housing stock.
- 2.57 Schemes for development, either new build or conversions, generally result in a change in the nature of the housing stock. It is important that a mix of unit sizes is provided so that those who require larger dwellings, as well as those in smaller households, can find suitable housing in the Borough.
- 2.58 A variety of housing is needed for people who may have particular difficulties in finding appropriate places to live. This includes hostels and accommodation for those who require an element of care. The policies in this section that seek to increase the amount of housing accessible to people with

mobility difficulties also contribute to the aim of providing a range of housing types.

**H8 - Mix of units**

The Council will only grant planning permission for residential development that provides an appropriate mix of unit sizes, including large and small units. The Council will consider the mix and sizes of units best suited to site conditions and the locality, and the requirements of special needs housing.

- 2.59 Camden's Housing Needs Survey 2004 identified a need for a range of size of dwellings. The Council wants to secure a range of housing in terms of size of units to meet this need. Policy H8 applies to new build housing schemes, the sub-division of residential properties and all changes of use to housing (in Use Class C3) from other uses. It aims to secure housing developments with both large and small units.
- 2.60 In assessing the appropriate mix for units within a housing scheme, the Council will consider the requirements of special needs housing, and the size and suitability of the property, including whether it is listed or in a conservation area. It will take into account the view of its Housing Department, Camden's Housing Needs Survey, any relevant supplementary guidance and site location and conditions.
- 2.61 Larger units of three or more bedrooms provide flexibility and can be used by a range of household sizes, including families. Where possible, large units suitable for families should be provided on the ground floor and should have access to gardens or public open space where children can play in safety. Where they are provided above the ground floor and do not have access to a garden, units should be within 400 metres of public open space; or with access to alternative external amenity space.
- 2.62 Conversions make an important contribution towards meeting the need to increase the supply of new housing in the Borough and they should also contribute to the Council's aim of securing a range of dwelling sizes. Schemes for conversion of residential properties will generally be required to retain at least one unit with three or more bedrooms, as these are suitable for families and other large households, and a mix of smaller units. The conversion of a large dwelling with four or more bedrooms will generally be considered acceptable where a three bedroom unit plus smaller units are provided. The conversion of a property to provide one bedroom flats will generally be considered acceptable provided this does not involve the net loss of units with 3 or more bedrooms.
- 2.63 All schemes for conversion (including the further sub-division of existing flats and maisonettes) should provide a good standard and quality of accommodation without causing any deterioration in amenity for any existing tenants and residents. It is important that adequate and secure arrangements can be made for access to each household space and for off-street refuse storage.
- 2.64 Further information on residential space standards can be found in supplementary guidance.

- 3.6 The design policies should be read in conjunction with the heritage policies and the natural environment section as well as other relevant Plan policies, particularly those on access for all (policy SD1C), community safety (policy SD1D), mixed-use development (policy SD3), density (policy SD4), amenity (policy SD6) and the use of energy and resources (policy SD9C). Further useful guidance on achieving good design is contained in Planning Policy Statement 1: 'Delivering Sustainable Development ('Design – paragraphs 33 – 39) and the CABE publication 'By Design - Urban Design in the Planning System: Towards Better Practice'.

**B1 - General design principles**

The Council will grant planning permission for development that is designed to a high standard. Development should:

- a) respect its site and setting;
- b) be safe and accessible to all;
- c) improve the spaces around and between buildings, particularly public areas;
- d) be sustainable by promoting energy efficiency and efficient use of resources;
- e) be easily adaptable to changing economic and social requirements;
- f) provide appropriate high quality landscaping and boundary treatments; and
- g) seek to improve the attractiveness of an area and not harm its appearance or amenity.

In assessing how the design of a development has taken these principles into account, the Council will consider:

- h) building lines and plot sizes in the surrounding area;
- i) the existing pattern of routes and spaces;
- j) the height, bulk and scale of neighbouring buildings;
- k) existing natural features, such as topography and trees;
- l) the design of neighbouring buildings;
- m) the quality and appropriateness of detailing and materials used;
- n) the provision of visually interesting frontages at street level; and
- o) the impact on views and skylines.

In exceptional circumstances, to re-establish cohesive building groups in areas of high design quality, the Council will only grant planning permission for new in-fill development that is designed as an authentic reconstruction of the missing building.

Applicants should submit a 'design statement' with proposals for large-scale developments and for sites in prominent or sensitive locations.

- 3.7 The Council will apply the general design principles in policy B1 to ensure that all parts of Camden's environment are designed to the highest standards. A good design will take account of its natural and built surroundings, be sustainable and provide a healthy, safe and attractive environment. Poor quality design that harms the local environment will be considered unacceptable wherever it is proposed.
- 3.8 The Council seeks to encourage outstanding architecture and design, both in contemporary and more traditional styles. Innovative and imaginative designs can play an important role in the enhancement and renewal of the built

environment. Unless a development site is within an area of homogenous architectural style of a high standard that it is important to retain, high quality contemporary designs within the policy framework will be welcomed.

- 3.9 Camden is a densely built-up borough where most development involves the replacement, extension or conversion of existing buildings. As a result, careful consideration of the characteristics of a site, features of local distinctiveness, and the wider context is needed to achieve high quality development which integrates into its surroundings. Designs should respond creatively to the site and its context within the policy framework set by this Plan. In assessing the degree that local context should influence a design, the Council will consider the prominence of the site and the design quality, features of local distinctiveness, and the level of variety or uniformity of its surroundings.
- 3.10 Designs should take into account the pattern of streets, spaces, building lines and plot sizes in the surrounding area. The Council will not accept off-the-shelf or corporate design solutions that have taken little or no account of local characteristics. Conservation Area Statements provide detailed information on the character of Camden's areas of special architectural or historic interest.
- 3.11 In areas of low quality or where no pattern prevails, development should improve the quality of an area and give a stronger identity. Within areas of distinctive character, development should reinforce the design and established pattern of neighbouring buildings. Within areas of high quality and uniform townscape greater respect should be had to scale, form and materials. In areas with high quality and uniform townscape, where the original building has been lost (for example, historic terraces, uniform squares and unified architectural compositions) permission will not be granted for development unless it is for an authentic reconstruction of the missing building.
- 3.12 The height, scale, massing, proportions and bulk of development should be informed by, and respect, the local area and adjoining buildings. Where possible, buildings should be orientated or designed to make best use of the energy of the sun ('solar gain'), as set out in policy SD9C in section 1 - Sustainable Development. Existing developments of a size that cause harm to their environment should not be used as a precedent for new proposals. Buildings that are significantly higher than their surroundings will require specific justification.
- 3.13 Architectural detailing should be carefully integrated into a building. The quality and sustainability of materials including their texture, colour and durability will be carefully considered. Further information on the use of sustainable materials is included in Policy SD9 – Resources and Energy. Where planning permission is granted, the Council will seek to ensure that architectural quality is maintained throughout the implementation of a project and, in particular, that inferior detailing or materials are not substituted at a later date. Where appropriate, this will be done through the use of planning conditions.
- 3.14 Buildings need to be seen as part of a wider whole, not isolated structures. Therefore good design will also consider public areas and other spaces between buildings. The public realm is made up of many elements including streets, pavements, open space and landscaping, squares and 'street furniture'. It should be accessible to all, safe and uncluttered. The Council wants Camden's places and spaces to be able to be used by all members of the community. Development that restricts movement into and through a

environment. Unless a development site is within an area of homogenous architectural style of a high standard that it is important to retain, high quality contemporary designs within the policy framework will be welcomed.

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- 3.13 Architectural detailing should be carefully integrated into a building. The quality and sustainability of materials including their texture, colour and durability will be carefully considered. Further information on the use of sustainable materials is included in Policy SD9 – Resources and Energy. Where planning permission is granted, the Council will seek to ensure that architectural quality is maintained throughout the implementation of a project and, in particular, that inferior detailing or materials are not substituted at a later date. Where appropriate, this will be done through the use of planning conditions.
- 3.14 Buildings need to be seen as part of a wider whole, not isolated structures. Therefore good design will also consider public areas and other spaces between buildings. The public realm is made up of many elements including streets, pavements, open space and landscaping, squares and 'street furniture'. It should be accessible to all, safe and uncluttered. The Council wants Camden's places and spaces to be able to be used by all members of the community. Development that restricts movement into and through a

scheme through its character or design features, such as 'gated' developments, will not be permitted. These measures are often taken for safety reasons but good design can balance security and accessibility. Developments involving buildings or spaces that are likely to be used by the public should be made accessible to all (see policy SD1C in section 1 - Sustainable Development).

- 3.15 Applications for tall buildings will be assessed against policy B1. Other UDP policies will also be relevant in the consideration of proposals for tall buildings. These may include those on the character and appearance of conservation areas (policy B7A), the setting of listed buildings (policy B6), mixed use (policy SD3), amenity (policy SD6) and strategic and other important views (policy B9). Tall buildings will often be part of large developments that change their context. Policy B2 will also be used to assess schemes where this is the case. Applicants should also refer to the CABE / English Heritage leaflet 'Guidance on Tall Buildings' which gives further information on the criteria relevant to the assessment of proposals for tall buildings.
- 3.16 Landscaping, such as planting and paving, and boundary features, such as walls and fences, should be provided to a high standard. Landscaping should form an integral part of the layout of a development and therefore be considered at the earliest stages in the design process. Designs should respond to the natural assets of a site and its surroundings, such as slopes and height differences, trees and other vegetation. There is a general need for more greenery, and to enhance wildlife habitats in our urban environment, particularly in densely built-up parts of the Borough. Reference should be made to policy N5 - Biodiversity, in the Natural Environment section, on methods of enhancing the natural environment by incorporating greenery and providing habitats for wildlife. Consideration should be given to the use of sustainable drainage techniques, such as permeable paving in landscaping proposals, as set out in policy SD9B. Supplementary guidance provides more details on landscaping.
- 3.17 Buildings should be designed to reduce their environmental impact and able to adapt to changing economic and social requirements. Developments should include adequate facilities for the storage, recycling and disposal of waste (see policy SD12A). Supplementary guidance contains further information on provision for waste and refuse and on sustainable design, including information on when a BREEAM assessment will be required. The Environment Agency publication 'Sustainable development - a guide for developers' is also useful.
- 3.18 Buildings should be visually interesting at street level, with entrances and windows used to create well-used frontages, which encourage overlooking of public areas. Ground floors should be occupied by uses that relate directly to pedestrians and should not turn their back on streets and other public spaces.
- 3.19 Safety and security are important aspects of design. Streets and spaces which are overlooked, well-used and well-lit will generally feel and be safer. Policy SD1D in section 1 - Sustainable Development gives further guidance on community safety.
- 3.20 Building services equipment, such as air cooling, heating, ventilation and extraction systems, lift and mechanical equipment, as well as fire escapes, ancillary plant and ducting should be contained within the envelope of a building or be located in a visually inconspicuous position and complement the

design of the overall building (see also Policy SD8A - Disturbance from plant and machinery). Consideration should be given to the use of sustainable energy systems including renewable energy and natural ventilation. Major developments are expected to incorporate renewable energy equipment (see policy SD9C). The 'Camden Green Buildings Guide' contains further detail on developing sustainable buildings. Where appropriate, all building services equipment should be shown in applications for full planning permission and for reserved matters. Building services equipment should not cause disturbance to local amenity (see also Policy SD8A – Disturbance from plant and machinery).

- 3.21 Other issues that need to be considered at the design stage of a development that are covered in greater detail in other policies in this Plan include mixed-use development (policy SD3), density (policy SD4), amenity (policy SD6), air quality (SD9A), water (policy SD9B) and off-street parking (policy T7), which considers the harm off-street parking can cause to the setting of a building and the wider surroundings.
- 3.22 Applications for large-scale developments and on sites in sensitive or prominent locations, for example conservation areas, must include a design statement. This should clearly explain in words and diagrams how the proposal responds to the site and its context, reflects the principles of good design and has regard to relevant UDP policies and supplementary guidance. The length and detail in a design statement should reflect the size and prominence of the proposal.
- 3.23 In order for the Council to make decisions on planning applications properly and quickly, it is essential that full and accurate information on a scheme is provided at an early stage. The information required will vary between sites, but may include: elevations; contextual plans; sections supplemented by perspective drawings; and details on existing and proposed trees and landscaping. In order to facilitate the assessment of schemes, the Council will, where appropriate, require context drawings, photo-montages and models that show a proposal in relation to the whole building and neighbouring properties.

**B7 - Conservation areas****A - Character and appearance**

The Council will only grant consent for development in a conservation area that preserves or enhances the special character or appearance of the area. The Council will not grant planning permission for development outside of a conservation area that it considers would cause harm to the conservation area's character, appearance or setting.

**B - Demolition of unlisted buildings**

The Council will not grant conservation area consent for the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area, unless exceptional circumstances are shown that outweigh the case for retention.

- 3.64 There are 39 designated conservation areas in Camden each with their own individual characteristics and nuances. Each individual conservation area exemplifies a different sense of place, which contributes to the valuable historic urban fabric within the borough. The particular characteristics of each individual conservation area places different requirements on the form of new development. It is important that new buildings are designed taking into account the character and appearance of the conservation area they are in. Conservation Area Statements contain information on how the Council believes the character or appearance of each conservation area can be conserved or enhanced. The 39 conservation areas in Camden are listed in Appendix 3 and are shown on the Proposals Map.
- 3.65 The architectural characteristics of a conservation area derive from, among other things, the detailing of existing buildings and the particular materials used in their construction. The Council will encourage the use of high quality and sustainable materials that complement and enhance the conservation area.
- 3.66 Changes in the pattern of uses can also gradually erode the character of an area even if the buildings remain relatively unaltered. A change of use can also lead to other structures, such as gasometers, underground vaults and tunnels, posts, lamps, paving, bollards and signs, which contribute to the character and appearance of a conservation area, becoming redundant. It is therefore important that, whenever possible, uses which contribute to the character of a conservation area are not displaced by redevelopment or change of use.
- 3.67 The character or appearance of a conservation area can also be affected by development which is outside it, but visible from within it. Policy B7 will apply to development that is outside a conservation area but contributes to its setting. For example, a high or bulky building could have a visual impact on a conservation area some distance away.
- 3.68 Conservation areas are particularly sensitive to new and altered shopfronts and reference should be made to the English Historic Towns Forum publication 'Shopfronts and Advertisements in Historic Towns' (1991). Where buildings within a conservation area are being altered for the provision of access for people with disabilities, the Council will balance this against the interests of conservation and preservation.
- 3.69 Applicants will be expected to provide sufficient information about a proposed development and its immediate setting, in the form of a design statement (see

policy B1), to enable the Council to assess potential harm on the character or appearance of the conservation area. Conservation Area Statements contain more detail in the form of an assessment of the character and appearance of the conservation area. They also contain information on shopfronts of historic or architectural interest.

- 3.70 The Council has a general presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a conservation area. When a building is considered to make little or no contribution to the character or appearance of a conservation area, the Council will assess the contribution made by any replacement building. The replacement building should enhance the conservation area to an appreciably greater extent than the existing building.
- 3.71 When considering applications for demolition, the Council will have to be satisfied that effective measures will be taken during demolition and building works to ensure structural stability. Before conservation area consent for demolition is granted, the Council must be satisfied that there are acceptable detailed plans for the redevelopment. Supplementary guidance provides further information on the demolition of unlisted buildings in conservation areas.
- 3.72 Many unlisted buildings make a positive contribution to the character and appearance of a conservation area and their retention is important to the preservation of that character and appearance. When determining proposals for total or substantial demolition in a conservation area, the Council will take account of the group value, context and setting of buildings, as well as their quality as individual structures and any contribution to the setting of a listed building. Applications must clearly show which buildings or parts of buildings are to be demolished.
- 3.73 Applicants will be required to justify the demolition of a building that makes a positive contribution to a conservation area, and have regard to paragraph 3.19 of Planning Policy Guidance 15: Planning and the Historic Environment and the English Heritage publication 'Conservation Area Practice' (1995). The Council's conservation area statements identify buildings that make a positive contribution to the special character and appearance of the areas, using the criteria set out in the English Heritage leaflet 'Conservation Area Appraisals' (1997).



## Appendix 4 Public Transport Accessibility Levels (PTAL) score for 35 Upper Park Road

PTAL STUDY REPORT FILE										
PTAL RUN PARAMETERS										
PTAL RUN:	260706aSC									
Description:	35 Upper Park Road, NW3.									
Run by User:	Coopersi									
Date and Time:	7/26/2006									
PTAI Calculator Version	9.2 (MapInfo)									
WALK FILE PARAMETERS										
Walk File:	35 Upper Park Road, NW3									
Day of Week:	M-F									
Time Period:	AM Peak									
Walk Speed:	4.8									
BUS Walk Access Time (mins):	8									
BUS Reliability Factor:	2									
LU LRT Walk Access Time (mins):	12									
LU LRT Reliability Factor:	0.75									
NATIONAL RAIL Walk Access Time (mins):	12									
NATIONAL RAIL Reliability Factor:	0.75									
Co-ordinates:	527633, 185191									
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HAVERSTOCK ARMS	168	340	7	0.5	4.25	6.29	10.54	2.85	1.42
BUS	AGINCOURT ROAD FLEET RD	24	429	12	1	5.36	4.50	9.86	3.04	3.04
BUS	AGINCOURT ROAD FLEET RD	46	429	6	0.5	5.36	7.00	12.36	2.43	1.21
BUS	HAVERSTOCK ARMS	C11	340	6	0.5	4.25	7.00	11.25	2.67	1.33
LU LRT	Belsize Park	Northern Line Edgware To Morden	568	9.7	0.5	7.10	3.84	10.94	2.74	1.37
LU LRT	Belsize Park	Northern Line Edgware To Kennington	568	9.71	1	7.10	3.84	10.94	2.74	2.74
NATIONAL RAIL	GOSPEL OAK	GOSPEL OAK TO BARKING	956	4.02	0.5	11.95	8.21	20.16	1.49	0.74
NATIONAL RAIL	HAMPSTEAD HEATH	RICHMOND TO NORTH WOOLWICH	811	4.02	1	10.14	8.21	18.35	1.63	1.63
NATIONAL RAIL	HAMPSTEAD HEATH	STRATFORD LOW LEVEL TO RICHMOND	811	4.02	0.5	10.14	8.21	18.35	1.63	0.82
Total AI for this POI is 14.32										
PTAL 3										

## Measuring Public Transport Accessibility Levels

### Overview

Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point, (called the point of interest below.)

The current methodology was developed in 1992, by the London Borough of Hammersmith and Fulham. The model has been thoroughly reviewed and tested, and has been agreed by the London Borough-led PTAL development group as the most appropriate for use across London.

Walk times are calculated from the specified point(s) of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each point. These are summed for all routes within the catchment and the PTALS for the different modes (bus, rail, etc) are then added to give a single value. The PTAL is categorized in 6 levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

The measure therefore reflects:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e. average waiting time.

It does not consider:

- The speed or utility of accessible services;
- Crowding, including the ability to board services; or,
- Ease of interchange.

### Components of the PTAL Method

The process can be broken down into series of stages:

- Define the point of interest
- Calculate the walk access times from the Point of Interest (POI) to the service access points (SAPs)
- Identify valid routes at each SAP and calculate average wait time
- For each valid route at the SAPs calculate the minimum total access time
- Convert total access times to the Equivalent Doorstop Frequencies - to compare the benefits offered by routes at different distances,
- Sum all EDFs with a weighting factor in favour of the most dominant route for each mode
- PTALs are then determined using 6 banded levels.

### Define the Points of Interest

The exact location of the point of interest may have a considerable bearing on the final PTAL score. The proximity of local public transport services and the nature of the local walk network will vary from point to point. If the PTAL is being calculated for a large development, for example a new supermarket, a number of points may be required to reflect different PTALs across the area.

### **Calculate the walk access times**

#### *Public transport access points*

There are approximately 12,000 public transport network stops or access points within Greater London. Station locations are based on station entrances. Bus access points represent a pair or group of bus stops. For instance where there is a stop either side of the road for each service direction there would be one SAP. Similarly outside a rail station, where there may be two or more stops, a single SAP is generally used to represent this cluster of stops.

#### *Walk access times*

Walk access times are measured from the POI to the SAPs using the Ordnance Survey's computerised representation of the road network - OSCAR (Ordnance Survey Centre Alignment of Roads). Distances between the POI and the SAPs are converted to a measure of time using an assumed average walk speed of 4.8 kph.

A number of parameters define the extent of the walk catchment area. For buses the maximum walk time is defined as 8 minutes or a distance of 640 metres. For rail, underground and light rail services the maximum walking time is usually defined as being 12 minutes or a walking distance of 960 metres. Any SAPs beyond these distances are rejected.

Table 1 below summarises the walk speed, maximum walk distances and reliability factors used in the calculations.

**Table 1 Model Parameters**

Parameter	Unit	Value
Walk Speed	Km/Hr	4.8
Walk Speed	Metres/Minute	80
<b>Bus</b>		
Reliability	Minutes	2
Maximum Walk Time	Minutes	8
Maximum Walk Distance	Metres	640
<b>Rail</b>		
Reliability	Minutes	0.75
Maximum Walk Time	Minutes	12
Maximum Walk Distance	Metres	960

**Identify Valid Routes**

Routes are identified for each valid SAP:

- The routes depend on the time period chosen. Generally service frequency data is selected from the morning peak period, specifically between 08.15 to 09.15;
- For each POI route information is only considered once. Where a route occurs twice or more - because it serves more than one SAP within the POI catchment area - the SAP that is nearest to the POI is used;
- Within each route (for example, the Victoria Underground line) different 'run' patterns are considered as separate entities with separate frequency patterns;
- At any SAP, routes will normally be bi-directional. In TfL's PTAL calculator it is the direction with the highest frequency that is considered in the model;
- For train services only those routes with at least 2 stops within the Greater London boundary (i.e. the origin stop and at least one other station) are considered. This is particularly significant for POIs where the SAPs include London major termini stations.

Bus frequency data is derived from TfL's BusNet system. This is a comprehensive database giving a global view of current bus and tram routes and their geographic routings and services. Service information is based on the contractual requirements agreed between the operators and TfL and is therefore regarded as the most reliable data source available within TfL for calculating PTALs. Timetables offer a range of bus time intervals and can therefore give the impression that higher frequency levels are possible. These times though are designed to reflect local road and traffic conditions which can change from day to day.

Table 2 below shows how the Public Transport Accessibility Index is built up, for a point served by 4 bus services and an Underground station. Note that the Northern Line branches are treated as separate services.

**Table 2 PTAL calculation for a single point**

Parameters												
Walk Speed (metres/min)		80										
Bus reliability (mins)			2									
Rail reliability (mins)			0.75									
Peak hour services												
<b>Site Details</b>												
East Finchley School	X 526919	Y 189652										
Site	Services	Stop	Route	Distance	Frequency	Weight	Walk Time	SWT	Access	EDF	Accessibility Index	
East Finchley School	Bus Services	TX08	F12	303	4	0.5	3.79	9.50	13.29	2.26	1.13	
		TW04	3A	408	6	0.5	5.10	7.00	12.10	2.48	1.24	
		TW04	23	408	10	1	5.10	5.00	10.10	2.97	2.97	
		TW03	125	511	6	0.5	6.39	7.00	13.39	2.24	1.12	
	Rail/LUL/DLR	East Finchley	via CX		699	9	0.5	8.74	4.08	12.82	2.34	1.17
			via Bank		699	9	1	8.74	4.08	12.82	2.34	2.34
											<b>9.97</b>	

### Calculating Total Access Time

Total access time is made up of a combination of factors: combining the walk time from the POI to the SAP and the time spent waiting at the SAP for the desired service to arrive.

### Total Access Time = Walk Time + Average Waiting Time

#### *Average Waiting Time*

Waiting time is the average time between when a passenger arrives at a stop or station, and the arrival of the desired service. In PTALs passengers are assumed to arrive at the SAP at random.

For each selected route the scheduled waiting time (SWT) is calculated. This is estimated as half the headway (i.e. the interval between services,) so  $SWT = 0.5 * (60/\text{Frequency})$ .

Thus a 10 minute service frequency (6 buses per hour) would give a SWT of 5 - on average a passenger would have to wait 5 minutes for a bus/train to appear.

To derive the Average Waiting Time, reliability factors are applied to the SWT according to the mode of transport used. The regularity of buses, underground and rail services are affected by a variety of factors, with bus services the worst affected. To allow for reliability additional wait times assumed are 2 minutes for buses and 0.75 minutes for rail services.

### Calculating Equivalent Doorstep Frequency

The access time is converted to an Equivalent Doorstep Frequency (EDF) where:

$$EDF = 30/\text{Total Access Time (minutes)}$$

This treats access time as a notional Average Waiting Time as though the route was available at the "doorstep" of the selected POI.

### Calculating the Accessibility Index for the POI

Summation of the EDF values gives the accessibility index. There are a number of additional factors that should be considered:

- Routes often travel in parallel for some distance so the range and frequency of destinations are likely to be less than that suggested by the number of routes included in the calculation.
- Travellers often have to change routes in order to reach the desired destination - this can add significant delays to the journey

Halving the EDF values for all but the most accessible or dominant route for each transport mode compensates for these factors. Transport modes are divided into three groups:

- Buses
- National Rail
- LUL – all LUL services together with DLR and Tramlink services

Thus for a single transport mode the AIs can be calculated using the following formula:

$$AI_{\text{mode}} = EDF_{\text{max}} + (0.5 * \text{All other EDFs})$$

Calculating the overall accessibility index is a sum of the individual AIs over all modes:

$$AI_{\text{poi}} = \sum (AI_{\text{mode1}} + AI_{\text{mode1}} + AI_{\text{mode2}} + AI_{\text{mode3}} \dots AI_{\text{mode n}})$$

## PTALs

The final formula given above calculates the PTAI - the Public Transport Accessibility Index. These indices can now be allocated to bands of Public Transport Accessibility Levels (PTALs) where band 1 (1a and 1b) represents a low level of accessibility and 6 (6a and 6b) a high level. The table below shows the relationship between PTAI scores and the final PTALs. A value of 0 would indicate no access to the public transport network within the parameters given.

**Table 3 Public Transport Accessibility Levels**

PTAL	Range of Index	Description
1a (Low)	0.01 – 2.50	Very poor
1b	2.51 – 5.00	Very poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b (High)	40.01 +	Excellent

### Further development of the PTALs methodology

PTALs were originally developed for the assessment of parking provision for commercial development proposals, and the related standards are based on the Monday-Friday am peak service levels. The PTALs development group, comprising representatives of the boroughs, TfL and GLA is considering a number of refinements of the PTAL methodology outline below.

### PTALs for different time periods

It is already possible to calculate PTALs for any time period for specific sites. However, TfL is currently upgrading its PTALs calculator and underlying service databases, to enable borough and London wide PTALs to be calculated for other time periods. Although am peak PTALs give a good indication of maximum levels of public transport provision, in some areas, particularly those dependent on suburban rail services, there can be significant differences between am peak and off-peak service levels.

Once the borough level PTALs can be produced for additional time periods, there will need to be further dialogue within the working group as to how the related standards should be developed. For example, off-peak and evening PTALs will be particularly relevant to the assessment of leisure developments, but new standards for what constitutes good accessibility will have to be developed for these land-uses.

### Using alternative parameters for different development purposes

The PTALs methodology imposes a maximum walk access time for bus, tube and rail services. However it is possible that this may need to be varied. For example, people may be willing to walk further to access a rail station served by a number of high frequency services, than one that is less well served. The maximum walk access time may also depend on the purpose of the journey or overall journey time. For example, people may be willing to walk further for commuting, or where the walk time is a relatively small proportion of the overall journey time, than they would be for a short leisure or shopping trip.

It is proposed to research how the maximum walk times vary by purpose and overall trip length, using the London Area Transport Survey 2001 data. Again, any set of PTAL values based on alternative parameters would have to be reviewed, in terms of how they should be applied to different development scenarios.

### The contribution of each mode to the PTAI score

In the current methodology, each mode – rail, bus, tube – is given the same weight in the overall PTAI index. It may be appropriate to use different weights for each mode, for example to make rail or tube service provision more

important, but this will very much depend on the nature of the development proposal and the characteristics of the area.

#### **Building a more comprehensive measure of accessibility**

A further area that is being developed is how PTALs can be used alongside other measures of public transport accessibility and assessments of capacity, to assess major development proposals.

#### **List of Abbreviations**

AI	Accessibility Index
AWT	Average Waiting Time
BODS	Bus Origin and Destination Survey
EDF	Equivalent Doorstep Frequency
GIS	Geographic Information System
PDGIS	Planning and Development Geographic Information System - a GIS developed specifically for the Planning Department of London Transport, now being replaced.
POI	Point-of-Interest - the point for which the PTAL is being calculated. This can be an individual point or a grid of point.
PTAI	Public Transport Accessibility Indices
PTAL	Public Transport Accessibility Levels
RF	Reliability Factor
SAP	Service Access Point - bus stops, light rail stations, underground stations, tramlink halts etc. Points at which people have access to the public transport network.
SWT	Scheduled Waiting Time
TAT	Total Access Time
TfL	Transport for London

#### **Further Information**

If you have any queries concerning the PTAL model please contact the Information and Modelling section of Transport for London:

#### **Simon Cooper**

Principal Transport Planner  
Group Transport Planning & Policy  
Transport for London



Appendix 5 Officer's Recommendation Report for scheme refused at 8th February 2007  
Development Control Committee

<b>Address:</b>	<b>35 Upper Park Road London NW3 2UL</b>		<b>1</b>
<b>Application Number:</b>	2006/5212/P	<b>Officer: John Carter</b>	
<b>Ward:</b>	Gospel Oak	<b>Case File: 2006/5212/P</b>	
<b>Date Received:</b>	<b>20/11/2006</b>		
<b>Proposal:</b>	Demolition of the existing house and construction of 7 self-contained flats and ancillary gym at basement level.		
<b>Drawing Numbers:</b>	Site Location Plan; Site Plan 1; Drawing No. 2; 3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13; 14; 15; 16; 17; 18; 19; 20; 21; 22; Green Roof System Specification; Planning And Conservation Statement; Eco Homes Environmental Rating For Homes credit Summary Table Rating And Scoring Sheet 2006/issue 1.2; Design Statement; Renewable Energy Study; EcoHomes Pre-Assessment; Detailed Report On Existing Vegetation On Site; Covering Letter; Drawing Issue Sheet; Daylighting Impact Assessment Internal Lighting Analysis.		
<b>RECOMMENDATION SUMMARY: Grant Planning Permission – Subject to s106 Agreement</b>			
<b>Related Application Date of Application:</b>	20/11/2006		<b>2</b>
<b>Application Number:</b>	2006/5211/C		
<b>Proposal:</b>	Demolition of the existing dwellinghouse (Class C3).		
<b>Drawing Numbers:</b>	As above		
<b>RECOMMENDATION SUMMARY: Grant Conservation Area Consent</b>			
<b>Applicant:</b>	<b>Agent:</b>		
Mr Adam Sebba PO Box 51865, 56A Crewys Road LONDON NW2 2AD	Cluttons LLP Planning & Regeneration Portman House, 2 Portman Street LONDON W1H 6DU		

**ANALYSIS INFORMATION**

<b>Land Use Details:</b>			
	Use Class	Use Description	Floorspace
Existing	C3 Dwelling House		193m <sup>2</sup>

Proposed	<i>C3 Dwelling House</i>	<i>1068m<sup>2</sup></i>
----------	--------------------------	--------------------------

**Residential Use Details:**

	Residential Type	No. of Habitable Rooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	<i>Flat/Maisonette</i>						1			
Proposed	<i>Flat/Maisonette</i>		3	2	2					

**Parking Details:**

	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	0

## OFFICERS' REPORT

**Reason for Referral to Committee:** This application involves the creation of five or more residential flats from the erection of a building (Clause ii), the total demolition of a building within a conservation area (Clause v) and a s106 legal agreement (Clause vi).

### 1. SITE

- 1.1 The existing building is 3-storey a 1950s dwelling house, constructed of un-insulated brickwork, with a pitched tiled roof. It is not listed and does not adjoin any listed buildings. The site is within the Parkhill Conservation Area. It is not noted in the conservation area statement as making a positive contribution.
- 1.2 The site itself is located between a Victorian terrace and a yellow face-brick modernist dwelling. Further to the south there are two significantly larger blocks of 1960s-1970s style apartments, of limited architectural quality. Set in context, the existing house is under-scaled compared to its immediate neighbours. It is elevated and set back from the street with a somewhat rotated footprint/orientation, relative to the adjacent terrace. Directly opposite the site to the east are "two long blocks of decent post-war council flats in a Neo Georgian spirit" that are Grade II listed and are currently being renovated. Although excluded from the conservation area, they form a strong urban edge but lack private front gardens.
- 1.3 The front garden contains a single semi mature tree set well back from the street and includes seasonal planting and other established shrubbery. The rear garden consists of a paved terrace adjacent to the dwelling, coupled with a flat lawn and a steep sloping rear portion heavily planted with shrubs held in place by brick retaining walls. There are no significant trees within the site boundary, but there is a mature tree in the neighbouring garden, which is proposed to be preserved as part of the application.
- 1.4 The Parkhill Conservation Area is mostly residential with the exception of a few commercial uses on Haverstock Hill. Although the main growth of development was in the 1860s, the architectural style and character from later periods is varied. This is characteristic of the Conservation Area as a whole.
- 1.5 Upper Park Road contains a range of architectural styles, including paired villas in an Italianate style, 1930s Modernist terraces, post war houses such as No.35, 1960s-1980s flat developments, Arts & Crafts style houses (northern end of the street), and a concrete council flat of 12-13 storeys, which punctuates the vista at the northern end of Upper Park Road.

## 2 THE PROPOSAL

- 2.1 The applicant proposes to demolish the existing house and construct 7 self-contained flats (3 x one-bedroom, 2 x two-bedroom and 3 x three-bedroom) with an ancillary gym at basement level, at 35 Upper Park Road, London NW3.

## 3. RELEVANT HISTORY

- 3.1 A planning application and conservation area consent were lodged earlier this year (ref: 2006/3566/P and 2006/3440/C), but were later withdrawn, on the basis of a number of concerns raised by LBC officers, predominantly in relation to the proposed height/bulk and massing of the replacement building and the significant degree of excavation proposed. This was deemed to injuriously impact on the character and appearance of the conservation area, by virtue of the whole front garden being removed and replaced by access driveways, basement car parking and pedestrian paths, with limited opportunity for any genuine replacement planting. Similarly, the degree of excavation to the rear was deemed unacceptable, given its impact on the existing, established garden. The current scheme is based on a number of significant revisions negotiated by LBC officers.

## 4. CONSULTATIONS

### **Statutory Consultees**

- 4.1 English Heritage – Advised the application be determined in accordance with national and local policy guidance and on the basis of Camden’s special conservation advice.

### **Conservation Area Advisory Committee**

- 4.2 Parkhill Conservation Area Advisory Committee – Notwithstanding the welcome revisions to the previous submission, we still object to the front elevation. It does not relate harmoniously to the existing terrace where the fenestration is set out in a repetitive classical fashion. The proposed design for No.35 has a random arrangement of large windows without any subdivision to indicate a domestic scale and this disturbing contrast is empathised by the siting of the new building of a continuation of the existing terrace without any gap for articulation.

### Officers’ comments

*Please refer to the detailed design comments below. Overall the design of the proposed building is considered to be acceptable.*

### **Local Groups**

- 4.3 Belsize Residents Association

Concern about the creation of deep basements as part of the proposal.

### Officers’ comments

*The applicant proposes to create two basement levels as part of the application. The basement levels will contain services, a residents’ gym and a residential unit. The proposed excavation is considered acceptable in planning*

terms but will also need to satisfy the building regulations. An informative is attached to this affect.

Concern about the proposed density

Officers' comments

*The proposal will result in the creation of 7 units on the site and a resultant density of 169 units per hectare. This is in line with guidance contained within The London Plan and is appropriate with the context of the site.*

Concern about the design of the building

Officers' Comments

*Please refer to the detailed design comments below. Overall the design of the proposed building is considered to be acceptable.*

**Adjoining Occupiers**

	<b>Original</b>
Number of Letters Sent	78
Number of responses Received	08
Number in Support	00
Number of Objections	08

**4.4 Summary of consultation responses:**

Effects on privacy and light

Officers' comment

*Although the proposal will lead to some loss of light and privacy to the rear gardens of the adjoining properties it is not considered that this will be unreasonable in planning terms. Any loss of light to habitable windows will be very minor in nature and comply with BRE guidelines and therefore comply with UDP policy.*

Loss of access to neighbouring property for maintenance

Officers' comment

*This is not a relevant planning consideration*

Proposal will convert a semi-detached property into a terrace

Officers' comment

*Agreed – see detailed design comments below.*

Potential for serious damage to the foundations of neighbouring properties

Officers' comments

*See previous comments.*

Aesthetic concerns regarding the proposed development

Officers' Comments

*Please refer to the detailed design comments below. Overall the design of the proposed building is considered to be acceptable.*

Noise and disturbance from additional residents and associated cars.

Officers' Comments

*The proposal would result in additional residents on the site however, this is not considered to be a reason for refusing the application as the size of the site suitable for intensified residential use. 6 of the 7 units are to be designated as being car free and it is not considered that the proposal will result in an unreasonable increase in traffic movement.*

Loss of wildlife and plants.

Officers' Comments

*A condition of consent will require a planting scheme to be submitted to and approved by the Council. The use of native species will be encouraged and an informative will be placed on the consent informing the applicant of their responsibilities should any habitats be discovered on the site.*

The proposal is overdevelopment of the site.

Officers' Comments

*It is not considered that the proposed scheme is an overdevelopment of the site. The bulk of the building and the residential density are both considered to be acceptable.*

The dwelling makes a positive contribution to the conservation area.

Officers' Comments

*While it is agreed that the existing dwelling is attractive, it is considered to make a neutral contribution to the conservation area it is not cited as making a positive contribution in the conservation area statement.*

Loss of a family sized dwelling

Officers' Comments

*The proposal includes 2 three-bedroom family sized dwellings.*

Loss of outlook

Officers' comment

*It is not considered that the proposed development would lead to an unreasonable loss of outlook as general the proposed building is set within the context of the building lines of the surrounding development and the existing building on the site.*

Damage to pear tree at rear of No. 33 Upper Park Road

Officers' comment

*Measures have been put in place to ensure that the proposed development will not harm this tree.*

## 5. POLICIES

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

### 5.1 Replacement Unitary Development Plan 2006

<b>Policy</b>	<b>Title</b>	<b>Conformity</b>
S1, S2	Sustainable development strategic policies	Complies
SD1	Quality of life	Complies
SD2	Planning obligations	Complies
SD4	Density of Development	Complies
SD6	Amenity for occupiers and neighbours	Complies
SD9	Resources and energy	Complies
B1	General design principles	Complies
B7	Conservation Areas	Complies
N5	Biodiversity	Complies
N7	Ancient woodlands and trees	Complies
H1	New housing	Complies
H7	Lifetime homes and wheelchair housing	Complies
H8	Mix of units	Complies
T1	Sustainable transport	Complies
T3	Pedestrians and cycling	Complies
T4	Public transport	Complies
T8	Car free housing and car capped housing	Complies
T12	Works affecting highways	Complies

### 5.2 Camden Planning Guidance 2006

Biodiversity  
 Built form  
 Car free housing and car capped housing  
 Conservation areas  
 Construction and demolition  
 Cycle parking and storage

Daylight and sunlight  
Design  
Energy  
Landscaping and trees  
Lifetime homes and wheelchair housing  
Noise and vibration  
Overlooking and privacy  
Parking stress  
Planning obligations  
Planning obligations – Community facilities, local infrastructure and open space  
Planning obligations – Environmental impacts  
Plant, machinery and ducting – Design and siting  
Public Open Space  
Renewable energy onsite facilities – design and siting  
Residential development standards  
Sustainable buildings  
Waste and recyclables – onsite storage

**5.3 Other relevant guidance**

The Parkhill and Upper Park Draft Conservation Area Statement (1996)  
The London Plan (2004)

**5.4 National Guidance**

PPS1 – Delivering Sustainable Development  
PPS3 – Housing  
PPG15 – Planning and the Historic Environment

**6. ASSESSMENT**

6.1 The principal considerations material to the determination of this application are summarised as follows:

6.2 **Demolition of unlisted building in conservation area:** The proposal seeks to demolish the existing dwelling which dates from 1957 and a small garden structure. The national guidance on heritage matters is PPG15. Local authorities are 'required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question'. Paragraph 4.27 states that the presumption should be 'in favour of retaining buildings which make a positive contribution to the appearance of a conservation area.

6.3 Although not unattractive the building is a relatively normal post-war dwelling and does not have any special character that warrants its retention. The building also relates poorly to the street environment in terms of set back and scale. The conservation area statement does not recognise the building as making a positive contribution to the conservation area. Therefore replacing this building is not considered to be contentious in principle, provided that the replacement is of equal or greater merit in the conservation area.

6.4 **Design of replacement building:** On the basis of discussions held with the applicant and LBC officers, since the previous scheme was withdrawn, careful

consideration has been given to the proposed new building and its conservation area context.

- 6.5 It is considered that the contemporary replacement building would successfully relate to the existing townscape on the basis of the following principles/attributes:
- The overall form will be expressed as a terraced dwelling rather than a collection of apartments - divided into upper and lower halves, reflecting the proportions/rhythm of the existing terraces immediately to the north, albeit within a contemporary idiom;
  - The building proposes a white painted render facade, reflecting the detailing of the Italianate villas and 1930s houses in the vicinity;
  - The new facade has been pulled back, in part, from the neighbour at No.37 to reveal the quoining by means of a narrow recessed vertical slot separating the 'old' from the 'new', creating a small notch on the skyline;
  - On the southern end a recessed stair and lift enclosure is proposed - designed as a more subordinate, minimally framed glass element, opening up views of the sky between the scheme and the adjacent building, whilst also serving to mediate the massing between the proposal and No.33;
  - The scheme respects the building line of the Victorian terraces rather than setting the new building too far back into the site. In doing so, concealing the flank wall of the adjacent terrace. The even larger gable wall to the large flats to the south remains visible, but will benefit from the proposed planting of a semi mature London Plane tree in the south-east corner of the site;
  - The scheme proposes 7 apartments over sub-basement, lower ground, ground and four floors above. The overall height above ground is 14.20 metres, which is equal to that of its neighbours to the north at No. 37, thus maintaining a consistent ridge line to the roof;
  - Prevailing vertical proportions, both in general disposition and fenestration of both the front and rear elevations;
  - The rear elevation consists of a vertical stack of windows adjacent to the party wall, coupled with a stepped massing. More particularly the projecting rear extension is mindful of not extending past the building line established by the closet wings attached to the rear of the neighbouring terraces;
  - The fenestration is generously proportioned with minimal subdivisions as typified by the Italianate villas. The proposed windows also take cues from the vertical hierarchy characteristic of the Victorian terraces, within a contemporary interpretation. The pairing of windows on the upper level is replicated, with one window 'floating' upwards, allowing this element to randomly break the cornice line. Similarly, in the oblique view from the south-west, a window wraps around the corner of the building – a contemporary form of quoining. It is considered that these elements add an appropriate degree of visual interest to the front elevation;
  - The existing rear garden has been fully retained – a vast improvement on the previous application which otherwise advocated significant excavation. The stepped terraces on the rear extension all include planted areas using extensive green roof systems with an available depth of 200mm. The lower

courtyards will incorporate sustainably sourced timber decking, high quality paving and exposed boardmarked concrete retaining walls, including planters;

- Due to the existing high banking of the front garden it is not possible to retain the existing planting, whilst achieving a fully accessible design. Instead, a new front boundary planting scheme, designed by a landscape architect, is proposed. Omission of the previously proposed vehicular accessway/basement carparking will allow the reinstatement of a boundary wall with integrated planter, suitable for a significant degree of planting, including gateposts/garden gate. This is considered to safeguard the character of the site by providing an appropriate degree of streetedge reinstatement to this frontage (akin to that established by the Victorian terraces), rather than this frontage being monopolised by vehicular accessways and large expanses of hardstanding.
- A simple, contemporary materials palette is proposed, comprising render, hardwood timber ventilation panels, timber gate, standing seam zinc roofing, single panel frameless glazing on steel subframe, low-E fixed glazing, stock brick boundary wall. Samples of the proposed materials are required, to ensure the highest possible quality. A further condition is attached to cover all external facing materials with respect to the following elements – windows, glazing, doors, facing materials and boundary treatments, including any proposed landscaping.

**6.6 New Housing:** The proposal would result in the creation of 7 new residential dwellings a net increase of 6 dwellings. This will help to meet the Council's strategic target and will enable the efficient use of the site.

**6.7 Mix of units:** The proposed development consists of three 1-bedroom units, two-2 bedroom units and two-3 bedroom units. It is considered that this would constitute an appropriate mix of units.

**6.8 Amenity of neighbours:** Generally the building is constructed with the constraints of the building lines of the adjoining properties or within the building envelope of the existing dwelling. The applicant has provided a daylight and sunlight report addressing the effects of the proposed development on adjoining neighbours in terms of shadowing and loss of light. The report concludes that there will be some shading of the rear façade of No 37 Upper Park Road at certain times of the day, but that this shading would not be unreasonable. The report also comments that the portion of the rear garden of No. 37 in shadow well within the BRE guidelines.

**6.9** No 33 Upper Park Road is located North of the proposed building. This building is also set back from the boundary. It is not considered that this site will be unreasonably affected by the proposal.

**6.10** A further letter was provided in addition to the daylight and sunlight report following the revision of the proposal. The letter concludes that the revised layout does not have any adverse implications in relation to loss of light or overshadowing to the neighbouring dwellings and these conclusions are accepted.

**6.11** The proposal contains a large area of glazing at first floor level and terraces at second and third floor level to the rear. The glazing and terraces face towards

the north and west. Due to the orientation of the proposed building and the separation distance between other dwellings only the property to the north is potentially affected in terms of overlooking or loss of privacy. The glazing at first floor level is effectively at ground level and due to the proposed boundary treatment will not result in unreasonable privacy effects. The terrace at 2<sup>nd</sup> floor level would allow views to the rear windows of 37 Upper Park Road at an angle of approximately 35°. At this angle loss of privacy is unlikely however, is considered prudent to require the erection of a privacy screen to the lower balcony as a condition of consent. The 3<sup>rd</sup> floor balcony is far shallower and would not result in any privacy affects.

- 6.12 **Transport:** The site is within 5 minutes walking distance of Belsize Park Underground Station (Northern Line). The site is also situated within very close proximity to the nearest bus routes on Haverstock Hill. The site has a public transport accessibility level (PTAL) of 3 (moderate).
- 6.13 The site is located within the CA-B (Belsize) Controlled Parking Zone (CPZ), which allows parking by permit only Monday to Friday 09:00 – 18:30 and Saturday 09:30 – 13:30. Upper Park Road is a heavily parked street' in the recently updated heavily parked streets database, and there is chronic parking stress in the immediate area. The CA-B CPZ also has a ratio of parking permits to car parking spaces of 1.13, meaning there are more residential parking permits issued than there are on-street residents parking bays available. It is therefore recommended that the scheme be car-capped, such that six of the seven units be designated car-free. One of the residential units will be able to apply for parking permits in keeping with the site's current entitlement.
- 6.14 The Council requires the provision of secure cycle parking. 1 cycle storage space should be provided for each unit. A condition is added to ensure provision for a minimum of 7 cycle storage spaces for residents. The proposed basement cycle store appears to provide ample room for cycle parking.
- 6.15 The existing redundant crossover will need to be removed (as there is no off-street parking proposed), and reinstated with granite kerb and concrete paving to match the existing footway. The TMO (traffic management order) will need to be revised, with the single yellow line marking in front of the existing crossover removed and replaced with residents parking to form part of CPZ. The fee for revising the TMO has been secured by s106.
- 6.16 The applicant will also be responsible for removing the existing crossover and reinstating with curb and paving. The costs associated with this have been secured by s106 agreement from the developer.
- 6.17 Given the sensitive nature of the surrounding residential land use and the heavily parked nature of Upper Park Road, a construction management plan (CMP) will need to be submitted and approved prior to works commencing. The CMP should include a construction methodology and drawings, and should seek to avoid adverse impacts on neighbouring residents and Upper Park Road. The CMP has been secured by s106 agreement.
- 6.18 **Sustainability:** This application is not a major application and as such there is no policy requirement for the applicant to provide 10% of the sites electricity and heating needs on site. The applicant however has volunteered to meet this target and this has been secured by s106 agreement. In particular the plans show that

the roof area is to be used for the location of photovoltaic cells and solar thermo-panels. The applicant has provided a report entitled Renewable Energy Study detailing the technologies that could be utilised to meet a 10% target and indicating that this target is feasible on the site. The applicant has also indicated on the plans that all new hardwood is to be sustainably sourced.

- 6.19 The applicant has provided on EcoHomes pre-assessment summary indicating a rating of 'very good' with the potential to achieve further credits during the detailed design phase. Further assessment will be required and this is included in the terms of the s106 legal agreement.
- 6.20 **Trees and Landscaping:** There are no trees of outstanding value on the site. In the rear garden to the left looking away from the house, there is a specimen of *Prunus Cerasifera* (Purple Leafed Cherry Plum) and on the right specimens of *Acer Davidii* (Snake Bark Maple) and *Malus Eleyii*. Otherwise the rear garden has only mature shrubs and bamboo. A large *Philadelphus* (Mock Orange) lean over from the next door property (No.33) and in the same garden is a large and healthy specimen of *Pyrus Communis* (Common Pear). In the front garden there are a number of small shrubs and trees. The development will require the removal of all vegetation on the site. None of the trees to be removed are exceptional specimens of their type. Although they form a combined mass of vegetation which makes a contribution to the amenity of the area, their removal is acceptable subject to a suitable planting scheme. A condition of consent will require details of hard and soft landscaping to be submitted to and approved by the Council.
- 6.21 Excavations close to the roots of the Pear tree in the adjacent garden are close enough to potentially affect this tree, which has some amenity value. It is noted that the basement walls have been diverted around this tree and it is not considered that the proposed development would adversely affect this tree. Details of the basement walls are required by condition of consent.
- 6.22 **Biodiversity:** The applicant proposes to install a green roof to the side of the 2<sup>nd</sup> storey terrace on the rear elevation, which has biodiversity benefits. The planting scheme to be provided by the applicant will also need to address biodiversity issues.
- 6.23 **Lifetime homes and wheelchair housing:** Three of the seven apartments are fully accessible and the remaining four can be brought to this standard if so required. The architects have eradicated the restrictive nature of the existing site by eliminating the external steps. All seven apartments and communal areas are accessible via a lift. 3 of the 7 units are fully wheelchair compliant and platform lifts could be installed to the stairs of the remaining apartments to make them fully accessible for wheelchair uses. All apartments meet the criteria for Lifetime Homes.
- 6.24 **Waste and Recycling:** Normally the Council would only provide a curbside collection to 6 households or less to one front door, but as long as the architects ensure that there is an adequate space to accommodate a 30 litre bin of a 55-litre box off the public footpath on the collection day once a week Camden can offer this service.

On the plans there is an area set aside for recycling bins, however this is not located at ground floor level and would not be easily accessible. A condition of consent will require recycling storage at ground floor level.

## 7. CONCLUSION

- 7.1 Overall, it is considered that the residential units are of a high standard and positively contribute to the housing stock available within the borough. The sustainable energy technologies proposed in the building and secured by legal agreement are also welcomed. The design of the building is considered to be acceptable and it responds to the surrounding dwellings and to the character of the conservation area. The new building is not considered to result in unreasonable shadowing or overlooking to the surrounding dwellings and will not result in stress to the Council's traffic and roading network.

## 8. LEGAL COMMENTS

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

## 9.0 SECTION 106 HEADS OF TEAMS

- Car-free and car capped housing; (car free for 6 units car capped for 1 unit)
- Education Contributions **£12,039**
- Open Space Contribution **£12,015**
- Lifetime homes terms
- Ecohomes assessment to achieve post construction accreditation of 'very good' or more
- Terms to ensure the provision of on site energy (10%)
- Costs associated with the removal of the crossover and re-instatement of kerb and paving **£6,750**
- Revision of the Traffic Management Order in relation to removal of existing crossover and re-instatement of a residents parking bay. **£3,000**
- Development of a Construction Management Plan.

### Condition(s) and Reason(s) – 2006/5212/P

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the Council. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels.

Reason: To enable the Council to ensure a reasonable standard of visual amenity in the scheme in accordance with the requirements of policies B1 and N8 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 3 All hard and soft landscaping works shall be carried out to a reasonable standard in accordance with the approved landscape details prior to the occupation of the development. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the Council gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a satisfactory standard of visual amenity in the scheme in accordance with the requirements of policies B1 and N8 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 4 Details of the design of building foundations and the layout, with dimensions and levels, of service trenches and other excavations on site in so far as these items may affect trees adjoining the site, shall be submitted to and approved by the Council as the local planning authority before any works on site are commenced.

Reason: To ensure that the Council may be satisfied that the development will not have an adverse effect on existing trees and in order to maintain the character and amenities of the area in accordance with the requirements of policies N8 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 5 No external plant or equipment shall be erected on the site.

Reason: To safeguard the amenities of the adjoining premises and the area generally, in accordance with the requirements of policy SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 6 Before the use commences, details of the method of storage and waste removal (including recycled materials) shall be submitted to and approved by the Council and the approved method shall thereafter be maintained.

Reason: To safeguard the amenities of the premises and the area generally in accordance with the requirements of policy SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 7 A 1.8 metre high screen, details of which shall have been submitted to and approved by the Council, shall be erected on the north facing balustrade of the 2nd storey terrace prior to the occupation of the development and shall be permanently retained and maintained thereafter.

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006

- 8 The details of the materials (windows, glazing, doors, facing materials and boundary treatments) to be used in the development shall be submitted to and approved by the Council before any work is commenced on the relevant part of the development. These parts of the development shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies B1 and B7 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 9 The cycle parking area shown on the approved plans shall be completed before the development is occupied and shall provide for the parking of 7 cycles, and thereafter be kept free from obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle provision in accordance with the requirements of policy T3 of the London Borough of Camden Replacement Unitary Development Plan 2006.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Environmental Health Service, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 2090 or by email [env.health@camden.gov.uk](mailto:env.health@camden.gov.uk) or on the website [www.camden.gov.uk/pollution](http://www.camden.gov.uk/pollution)) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Council's Records and Information Team, Culture and Environment Directorate, Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ (tel: 020-7974 5613).
- 4 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 5 Reasons for granting permission.

The proposed development is in general accordance with the policy requirements

of the London Borough of Camden Replacement Unitary Development Plan 2006, with particular regard to policies S1, S2, SD1, SD2, SD4, SD6, SD9, B1, B7, N5, N7, H1, H7, H8, T1, T3, T4, T8 and T12 and advice contained within Camden Planning Guidance 2006. For a more detailed understanding of the reasons for the granting of this planning permission, please refer to the officers report.

- 6 Please note that any approval given by the Council does not give an exemption from the requirements to comply with the Wildlife and Countryside Act 1981 (as amended), or any other Acts offering protection to wildlife. Of particular note is the protection offered to bats, birds and their nests, whilst being built or in use. For further information contact the London Office of English Nature on 020 7340 4870.
- 7 Please note that the Council will encourage the use of native species within the replanting scheme required in condition 2 of this planning permission.

**Condition(s) and Reason(s) – 2006/5211/C**

- 1 The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

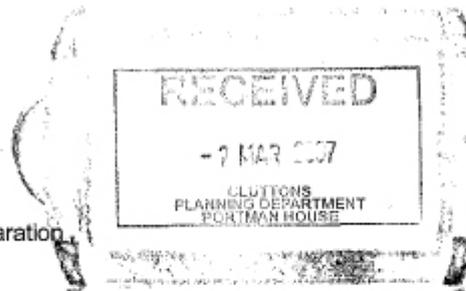
Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 2 The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works of redevelopment of the site has been made and full planning permission has been granted for the redevelopment for which the contract provides.

Reason: To protect the visual amenity of the area in accordance with the requirements of policy B7 of the London Borough of Camden Replacement Unitary Development Plan 2006.

Appendix 6 Decision Notice for scheme refused at 8th February 2007 Committee

Cluttons LLP  
Planning & Regeneration  
2 Portman Street  
LONDON  
W1H 6DU



**Camden**  
Development Control  
Planning Services  
London Borough of Camden  
Town Hall  
Argyle Street  
London WC1H 8ND

Tel 020 7278 4444  
Fax 020 7974 1975  
Textlink 020 7974 6866

env.devoon@camden.gov.uk  
www.camden.gov.uk/planning

Application Ref: **2006/5212/P**  
Please ask for: **John Carter**  
Telephone: 020 7974 5809

28 February 2007

Dear Sir/Madam

**DECISION**

Town and Country Planning Acts 1990 (as amended)  
Town and Country Planning (General Development Procedure) Order 1995  
Town and Country Planning (Applications) Regulations 1988

**Full Planning Permission Refused**

Address:  
**35 Upper Park Road**  
London  
NW3 2UL

Proposal:  
Demolition of the existing house and construction of 7 self-contained flats and ancillary gym at basement level.  
Drawing Nos: Site Location Plan; Site Plan 1; Drawing No. 2; 3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13; 14; 15; 16; 17; 18; 19; 20; 21; 22; Green Roof System Specification; Planning And Conservation Statement; Eco Homes Environmental Rating For Homes credit Summary Table Rating And Scoring Sheet 2006/issue 1.2; Design Statement; Renewable Energy Study; EcoHomes Pre-Assessment; Detailed Report On Existing Vegetation On Site; Covering Letter; Drawing Issue Sheet; Daylighting Impact Assessment Internal Daylighting Analysis

The Council has considered your application and decided to **refuse** planning permission for the following reason(s):

Reason(s) for Refusal

- 1 The proposed development, by reason of its detailed design and attachment to the



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adjoining Victorian terrace, would appear as an incongruent element in the streetscene. This would harm the character and appearance of the existing terrace thereby failing to preserve or enhance the special character or appearance of the conservation area contrary to UDP policies B1, B7 of the London Borough of Camden Replacement Unitary Development Plan 2006 and the adopted Parkhill Conservation Area Statement.

Your attention is drawn to the notes attached to this notice which tell you about your Rights of Appeal and other information.

Yours faithfully



Culture and Environment Directorate  
(Duly authorised by the Council to sign this document)

It's easy to make, pay for, track and comment on planning applications on line. Just go to [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning).

