

35 Upper Park

London NW3

Planning and Conservation Statement

on behalf of

Sebba Investments

July 2006





Title Planning and Conservation Statement

Project 35 Upper Park Road, London NW3

Client Sebba Investments

Date July 06

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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. Its loss would not detract from the character and appearance of the Conservation Area. Moreover, replacement with the proposed scheme would enhance the Area and indeed the immediate townscape of which it will be part.
- The architects have considered the development in an holistic manner through integration of design; increased density; accessibility; sustainability; provision of communal facilities; and landscaping into the overall development, while simultaneously enhancing the character and appearance of the Conservation Area.
- The Conservation Area was designated in 1973. In 1974, permission was granted for the redevelopment of 35 Upper Park Road, although the approved scheme was not implemented. A five storey building comprising seven dwelling units and four car parking spaces was granted conditionally. Despite being granted a long time ago, and expressed within a different planning and design policy context, this decision illustrates in principle that demolition of the building and replacement with one more in keeping with the prevailing height and scale of the existing residential stock, is acceptable.
- The replacement development will provide a range of features and benefits including:
 - increased density on a brownfield site. Six units are proposed;
 - a range of unit sizes (from one to three bedroomed apartments);
 - three fully wheelchair accessible apartments, with the possibility of making all six accessible;
 - provision of three car parking bays, at least one of which is disabled allocated;
 - creation of three units which qualify as Lifetime Homes;
 - private amenity space for three units;
 - communal garden, spa, gym and courtyard facilities for all residents;
 - new landscaping to the front and rear gardens;
 - potential use of energy saving initiatives, including super-insulated construction materials.
- 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 six 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 (for approval):

| | |
|--|------------------------------------|
| 01: site plan | 11: proposed 3 rd floor |
| 02: existing ground floor | 12: proposed 4 th floor |
| 03: existing 1 st - 3 rd floor | 13: proposed roof plan |
| 04: existing and proposed street facades | 14: proposed section AA |
| 07: proposed lower ground floor | 15: proposed section BB |
| 08: proposed ground floor | 16: proposed section CC |
| 09: proposed 1 st floor | 17: proposed street facade |
| 10: proposed 2 nd floor | 18: proposed garden facade |

Sketches (for illustration):

05: two perspectives from Upper Park Road
06: garden perspective

In addition to:

- The Design Statement produced by The Heder Partnership and Kevin Fellingham (consultant architect and urban designer);
- 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;
- The Landscape Consultant's Statement for 35 Upper Park Road. The assessment was carried out by John Medhurst (ALI.MI.Hort.AA.Dipl.Cons) and is included at Appendix 3 of this report.

1.3 The report is structured as follows. Section 2.0 identifies the location and provides a description of 35 Upper Park Road. The historical development of the site is illustrated with Ordnance Survey 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. Five appendices listed under the Contents page (p5), 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 and 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. The street level 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, however there is a pear tree located in the rear garden of No. 33, which abuts the party wall to No. 35. 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.
- 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

No. 35 sits well back from the building line and does not mediate well between the Victorian terrace of villas (starting with No. 37) and the more recent, higher developments located to the south of the site (see Fig 2)



Fig 2

No. 35 is 'lost' in this view taken from the south of Upper Park Road



Fig 3: The site today

3.0 Site development: Ordnance Survey maps

Fig 4: 1953

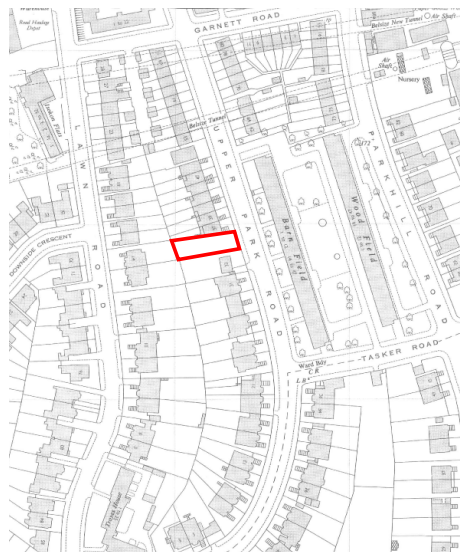


Fig 5: 1965



Fig 6: 1975

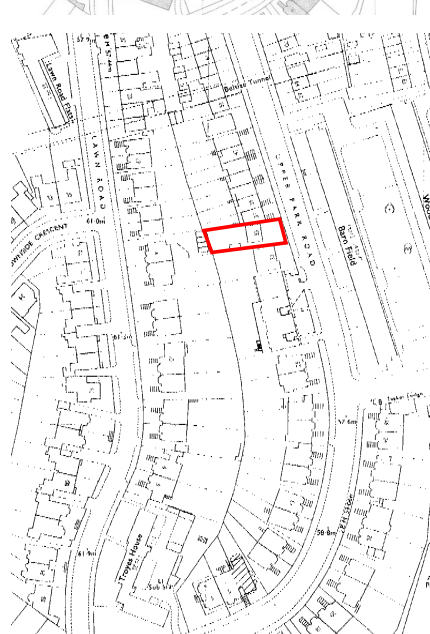


Fig 7: 1980

Fig 4: 1953

The site was cleared at this time and awaited 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 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 in the assessment of 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 Conservation Area is shown overleaf.

Description

- 4.3 The following is a verbatim extract from the Conservation Area 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



Fig 8:
Extent of the Parkhill and Upper Park Road Conservation Area. 35 Upper Park Road is bound in red.

a Brutalist concrete Council flat of 12/13 storeys, which punctuates the vista at the northern end of Upper Park Road.

- 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'.
- 4.8 At best, No. 35 makes only a neutral contribution to the Conservation Area. 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.

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 Conservation Area, while adhering to core design principles in the area.
- 5.2 The new building would relate to the existing environment in the following ways, which are discussed in more detail in the architects' Design Statement.

It would:

- be expressed as a terraced dwelling rather than a collection of apartments;
- have three levels of openings above basement;
- have a consistent ridge line;
- adhere to the building line of Victorian villas rather than sitting too far back.

Configuration of new building

- 5.3 The scheme will create six apartments over basement, four floors and an attic (roof space). The overall height above ground is 14.20 metres, which is equal to that of its neighbour to the north, No. 37.
- 5.4 Details of the scheme layout is as follows. The following should be viewed in conjunction with the plans that accompany this application, references for which are listed at section 1.0 of this report:

Lower ground:

- directly accessed via a ramp from street level or via a lift from ground floor;
- three parking spaces including at least one disabled bay;
- shared gym and spa facilities and access to a communal courtyard.

Ground floor:

- direct access (wheelchair accessible) from the street into a main entrance lobby from where a lift or stairs leads to each apartment;
- access from this level to the communal facilities to the rear, including a shared garden.

Apartment 01 (lower ground and ground floor):

- accessed directly from street. Lift or stairs lead down to lower ground level;
- two bedroom duplex, which spans lower ground and ground floor levels;
- benefits from private garden.

Apartment 02 (first floor):

- accommodation all on one level;

- suitable as family unit with three bedrooms, all of which benefit from their own en-suite facilities;
- combined dining and family room and with separate kitchen;
- benefits from private terrace and direct access onto own portion of communal garden.

Apartment 03 (second floor):

- accommodation all on one level;
- one bedroom apartment occupying the eastern (street) part of the second floor;
- separate kitchen and dining room.

Apartment 04 (second floor):

- accommodation all on one level;
- two bedroom apartment occupying the western (rear) part of the second floor;
- shared bathroom facilities; separate kitchen and living room.

Apartment 05 (third and fourth floors):

- a two bedroom duplex apartment occupying the rear part of the building at third and fourth floor levels;
- living room, dining area, kitchen and cloakroom are on the third floor;
- two en-suite bedrooms at fourth floor level;
- the apartment benefits from a private terrace.

Apartment 06 (third and fourth floors):

- a two bedroom duplex apartment occupying the eastern (street) part of the building at third and fourth floor levels;
- kitchen, dining room and living area on the third floor;
- a staircase (as with Apartment 05) leads to the fourth floor where two bedrooms with shared bathroom facilities are located.

5.5 Scheme features and benefits

Accessibility

Three of the six apartments are fully accessible, and the remaining three can comply if required, through installation of platform lifts to the stairs. Apartments 02, 03 and 04 also fulfil the criteria of Lifetime family homes. Areas shared by all residents i.e. the spa, gym, courtyard and rear garden have all been designed to accommodate wheelchair users.

Amenity space

All of the apartments will benefit from use of communal outdoor space in the form of a spa, gym, courtyard and garden. In addition, three apartments will have exclusive use

of private outdoor space in the form of terraces (Apartments 02 and 05) and a garden (Apartment 01).

Bicycle parking

Bicycle spaces will be located in a secure and well-lit designated area at lower ground level, adjacent to the parking bays. The scheme accommodates one space for each resident.

Construction

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

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.

Mix of units

The scheme will provide a range of six 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.

Parking

Upper Park Road is within a controlled parking zone between the hours of 8.30 a.m. and 6.30 p.m. Provision of three car-parking bays within the development, at least one of which is reserved for disabled drivers, will be located at lower ground level. The dedicated disabled bay(s) will be appropriately marked and will comply with the Council's dimensions included within their SPG. This allocation meets Camden's requirements of providing between 0.5 and 1 space per unit.

- 5.6 Further details about these components are included throughout the accompanying Design Statement.

6.0 Planning policy context

- 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 are listed as follows:
- 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 requirement fulfilled with the drawings and Design Statement accompanying this application.

Regional 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 six 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 contained within the RUDP has been undertaken to assess the proposals at 35 Upper Park Road. Verbatim policy wording is included at Appendix 4.0 of this report. Below is the analysis of the proposals and 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 replacement scheme will increase density and augment the site's potential, by providing six apartments on four floors, and an additional level below ground for shared gym/ spa/ courtyard facilities, in addition to three parking bays (one of which is allocated for disabled residents).

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 three of the six apartments, and additional communal areas, in the form of the lower ground courtyard, and garden, to the rear of the development will also be included. The 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 building has been designed in such a way so as not to reduce light levels into nos. 33 and 37. Occupants of the new scheme will have very good levels of light in the principal rooms.

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: Three of the six apartments are fully accessible and the remaining three can also be brought to this standard if so required. The units are a range of sizes; provide sought after private amenity space and aim to incorporate energy efficiency methods through super-insulated materials and other energy saving devices, if considered appropriate by the Council.

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, through provision of ramps that serve both ground floor and lower ground levels. All six apartments and all communal areas are accessible via a lift. Three of the six units can currently are fully wheelchair compliant. Platform lifts can be installed to the stairs of the remaining apartments to make them fully accessible for wheelchair users.

In addition, Apartments 02, 03 and 04 meet the criteria for Lifetime family 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: 1 x one bedroom unit; 4 x 2 bedrooomed units; and 1 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 5. Secure bicycle bays are integrated into the development at lower ground level close to the parking bays, and offer an alternative mode of transport for residents.

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

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

- 6.17 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: The latter condition is believed to be true in relation to the proposed development.

New development

- 6.18 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

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

Response: The lower ground levels at the rear of the property will accommodate communal facilities, including a spa, gym and courtyard, in addition to parking spaces and bicycle bays. The back of the site is 3.50 metres higher than Upper Park Road street level, therefore basement excavation was considered the most practicable way of accommodating the facilities, while not adversely impacting upon the character and appearance of the Conservation Area. In addition, a newly laid garden will provide a green 'roof' for the underground level, which will also improve the insulation values of the building below.

Trees and Landscaping

- 6.20 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: John Medburst, an independent landscape consultant, appraised the existing vegetation on site and assessed that 'none of the trees on site are exceptional specimens

of their type' (see Appendix 3 for the full statement). Although a loss of vegetation will result from the proposed scheme, a considerable quantity of trees, shrubs and suitable planting will be reinstated. Moreover, two new trees to the front of the development are proposed. In addition, 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

- 6.21 Paragraphs 7.29 - 7.36 are relevant. The guidance recognises the importance of such spaces and will resist the loss of private space.

Response: A new landscaped garden to the rear will replace the existing one that will be lost to make way for the basement excavation. Private outdoor space, in the form of terraces to half of the new apartments, will create a sense of openness and greenery, so often lacking in developments of this nature. The newly formed front garden will have planting at both street and lower basement levels.

Architectural features, materials and maintenance

- 6.22 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 Justification of demolition of existing building and replacement with proposed scheme

- 7.1 The following is a summary of the reasons why Conservation Area Consent should be granted for the demolition of 35 Upper Park Road, in addition to why the replacement scheme should also be granted consent.
- 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 townscape value.
- 7.3 The replacement scheme was developed following on from a detailed townscape study, and an architectural evaluation of buildings within the Conservation Area and the more immediate environs of Upper Park Road. The final scheme is predicated on a series of urban design considerations, which are:
- respecting rooflines. The replacement building will be the same 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 This wheelchair accessible, mixed size with communal benefits will enhance the character and appearance of the Conservation Area.
- 7.5 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.
- 7.6 Redevelopment of No. 35 may stimulate demolition and replacement of No.33 with another building worthy of inclusion in the Conservation Area.
- 7.7 The scheme has been developed from an holistic standpoint, with design; amenity; accessibility; mix of units; parking; energy efficiency and construction methods all key considerations.
- 7.8 The scheme is in tune with Camden's 'Design initiative', which amongst other objectives, sets high standards for all design aspects of the built environment and building on good practice
- 7.9 A comprehensive policy review is included at section 6.0, however, in summary the proposals adhere to: relevant national policies laid down in PPS1, PPG3, PPS3, PPG15; relevant regional 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, accompanying Design Statement 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 to the existing building and will contribute to the enhancement of the character and appearance of the Parkhill and Upper Park Conservation Area.
- 8.3 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 Statement from John Medhurst (ALI.MI.Hort.AA.Dipl.Cons), Landscape Consultant

John Medhurst
 Landscape Consultant
 77 Harold Road Upper Norwood
 London SE19 3SP Tel/Fax: 020 8653 0921

35, UPPER PARK ROAD LONDON NW3

Initial Report on Existing Vegetation on Site

I visited the above site on Friday 16th June 2006 and examined the vegetation in both the front and back gardens.

There are no trees of outstanding value on site.

In the rear garden, on the left looking away from the house, there is a specimen of *Prunus cerasifera* 'Pissardii' (Purple Leafed Cherry Plum) and on the right a specimen of *Acer davidii* (Snake Bark Maple). Neither tree is an exceptional specimen of its type.

Otherwise the rear garden has only mature shrubs and bamboo. A large *Philadelphus* (Mock Orange) leans over the garden 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 good specimens of the following shrubs and small trees:-

| | | |
|------------------------|---------------------|----------------------------------|
| Magnolia x soulangeana | Soulange's Magnolia | |
| Cordyline australis | Cabbage Palm | |
| Prunus species | Japanese Cherry | (suffering from Peach Leaf Curl) |
| Ilex aquifolium | Common Holly | |
| Thuja plicata | Western Red Cedar | (grown as a hedge) |

The proposed development will require the removal of all vegetation in both the front and the rear gardens.

Although none of the trees on site are exceptional specimens of their type, together with the mature shrubs in the garden, they form a combined mass of vegetation which makes a significant contribution to the amenity of the neighbourhood but new planting proposed for the gardens of the new development can be of semi-mature trees and shrubs to quickly re-establish the lost greenery.

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.

John Medhurst
 19.06.06

Appendix 4 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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Camden Replacement Unitary Development Plan
Section 1 - Sustainable Development

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

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 CABI 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

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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 CABI / 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 5 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 |
| Bus | | |
| Reliability | Minutes | 2 |
| Maximum Walk Time | Minutes | 8 |
| Maximum Walk Distance | Metres | 640 |
| Rail | | |
| 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 | | | | | | | | | | | |
| Site Details | | | | | | | | | | | |
| 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 |
| | | | | | | | | | | 9.97 | |

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 an 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/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:

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

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

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

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:

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