

Planning Statement

Property:

Unit 6, 44 St Paul's Crescent NW1 9TN

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Revisions Record
DESIGN STATEMENT

Revision	Description	Date Issued	Originator

1. INTRODUCTION & URBAN CONTEXT

This report is in support of the proposals to create 2 self contained dwelling at Unit 6, 44 St Paul's Crescent NW1 9TN. This will require the change of use of the ground floor of this unit from B1 retail to residential use and retain the existing maisonette on the first and second floor levels.. It outlines the scheme in relation to Local Development Plan, design, and choice of materials for the proposal.



Figure 1: Location Plan

1.1 Surrounding area

Malden Road is located within the London Borough of Camden.

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

The following photographs show the site and its context:



Figure 2 – Access to Site from St Paul's Crescent – Security gate is just visible at the end of the driveway.



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



Figure4 – Context – View Along St Paul's Crescent



Figure 5 – Aerial View of the Site – Looking North



Figure 6 – Aerial View of the Site – Looking West

1.2 Existing Site + Buildings

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

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

2. **The Proposal**

2.1 General Description

The proposal is to convert the ground floor work space to provide a new 2 bedroom self contained apartment and retain the existing maisonette on the first and second floor levels. Access to the new development would be direct from the central courtyard. Windows are modern, metal framed & double glazed. The existing kitchen area would be stripped out and replaced with a new extended domestic kitchen.

The new window to the ground floor is to be an aluminium framed to match the existing fenestration..

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

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

Route 274 timetables are attached within Appendix A.

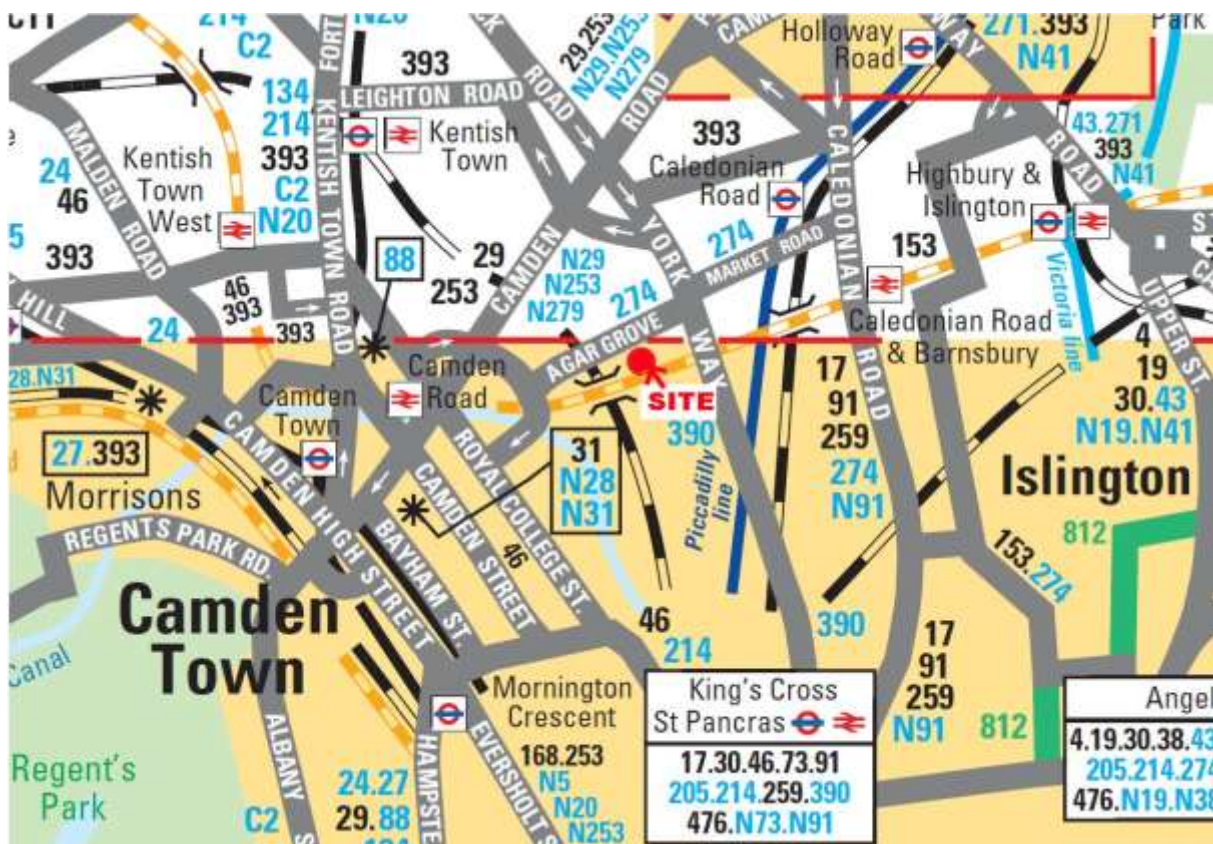


Fig 8 – Segment of Northeast London Bus Route Map

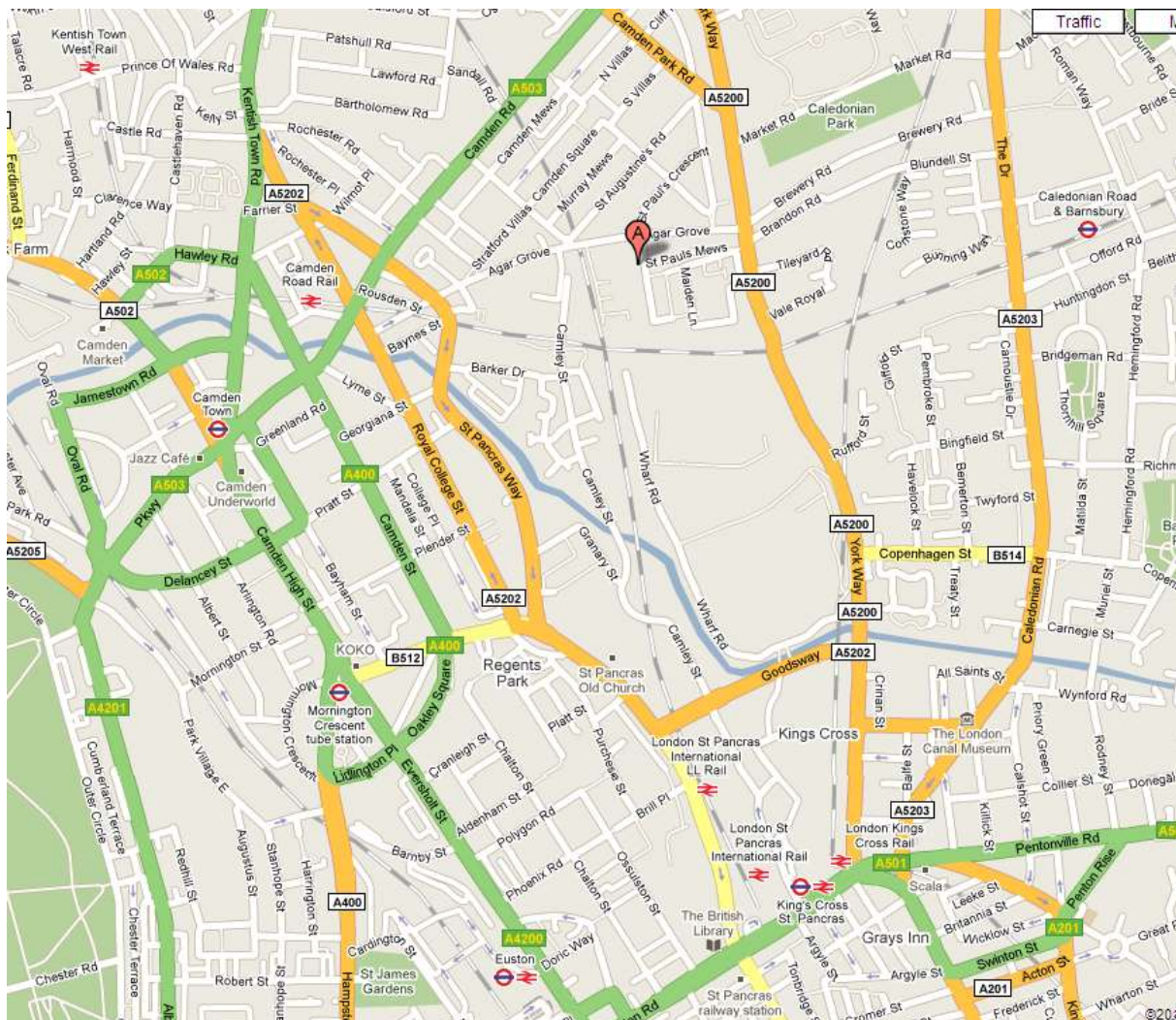


Fig 9 – Map Showing Proximity of Rail Stations With Respect to Site.

The unit will be allocated one dedicated parking space.

2.4 Drainage.

New connections will be made into existing foul drainage runs within the unit.
The new roof will be drained / connected into the existing surface water drainage.

2.5 Security and Safety

Light fittings already exist to provide adequate illumination to the development.

2.6 Interior Planning

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

2.7 Waste Receptacles

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

2.8 Sustainability by Design:

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

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

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

3. **LIFETIME HOMES CRITERIA**

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

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

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

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

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

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

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

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

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

Item 9: Entrance level bedspace – A large living space exists at ground floor. Should a temporary ground floor bedspace be required plenty of space is available.

Item 10: Entrance Level WC & Shower Space –There is currently an accessible WC at ground floor level. There is sufficient room to create a walk in shower here if required at some point in the future. Alternatively a separate shower room could be created.

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

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

Item 15: Windows – Windows are existing but all have low cill levels.

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

4. Planning Policy

The major policies that are relevant have been discussed below.

DP13 - Retention of existing business uses

The Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business unless:

- a) it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use; and*
- b) there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time.*

Where a change of use has been justified to the Council's satisfaction, we will seek to maintain some business use on site, with a higher priority for retaining flexible space that is suitable for a variety of business uses.

When it can be demonstrated that a site is not suitable for any business use other than B1(a) offices, the Council may allow a change to permanent residential uses or community uses, except in Hatton Garden where we will expect mixed use developments that include light industrial premises suitable for use as jewellery workshops.

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

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

DP2 - New housing

The Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing, by:

- a) expecting the maximum appropriate contribution to supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site;*
- b) resisting alternative development of sites considered particularly suitable for housing; and*
- c) resisting alternative development of sites or parts of sites considered particularly suitable for affordable housing, homes for older people*

The proposal is in line with the above policy as residential units is being extended to provide much needed family housing

DP17 - Sustainable transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

- a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
- b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
- c) safe road crossings where needed;*
- d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

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

5.0 Conclusion

In summary the proposal:

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

Appendix A:

Bus Route Timetables for Route 274

London Buses

274

24 hour service



Buses towards Islington / Angel



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

Saturday (also Good Friday)											
First buses	1 to 5am		5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8pm to midnight	Last buses
00 25	At these	04	05 04	06 13	07 13	08 03	about every	about every	about every	about every	00 01
00 37	minutes	34	05 34	06 33	07 28	08 18	7-10	5-8	7-10	10-12	00 13
00 49	past the		05 53	06 53	07 45	08 33	minutes	minutes	minutes	minutes	
	hour					08 43					
						08 53					

Sunday and other Public Holidays										
First buses	1 to 5am	5 to 6am	6 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8pm to midnight	Last buses	
00 25	At these	04	05 04	At these	13	08 13	09 13	about every	about every	00 01
00 37	minutes	34	05 34	minutes	33	08 26	09 26	6-10	7-11	00 13
00 49	past the		05 53	past the	53	08 43	09 43	minutes	minutes	
	hour			hour		08 58	09 53			

Operated by Metroline for London Buses

MAYOR
OF LONDON

24 hour travel information
020 7222 1234

Telephone
020 7918 3015

Transport for London



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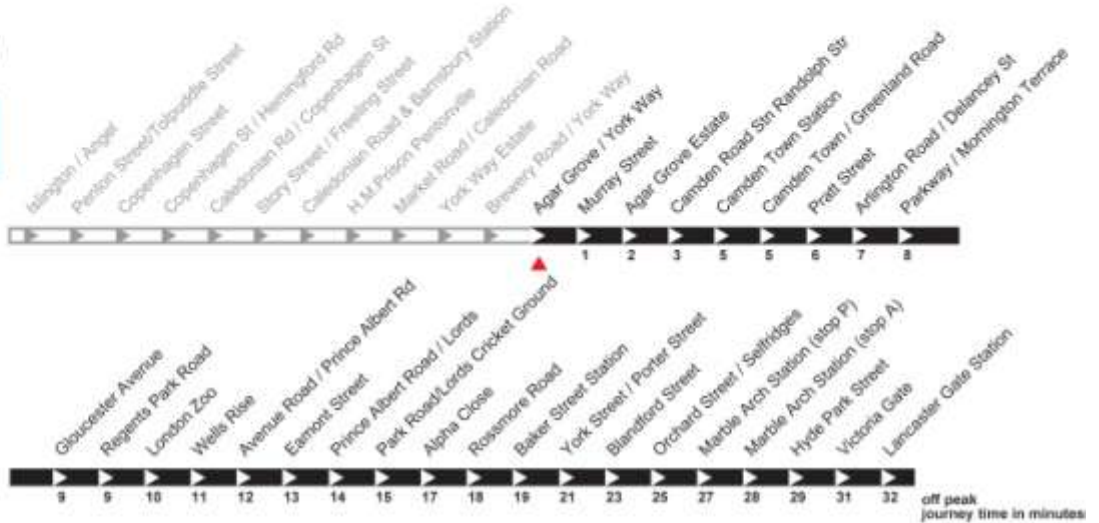
London Buses

274

24 hour service



Buses towards Lancaster Gate Station



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

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

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

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020 7222 1234

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