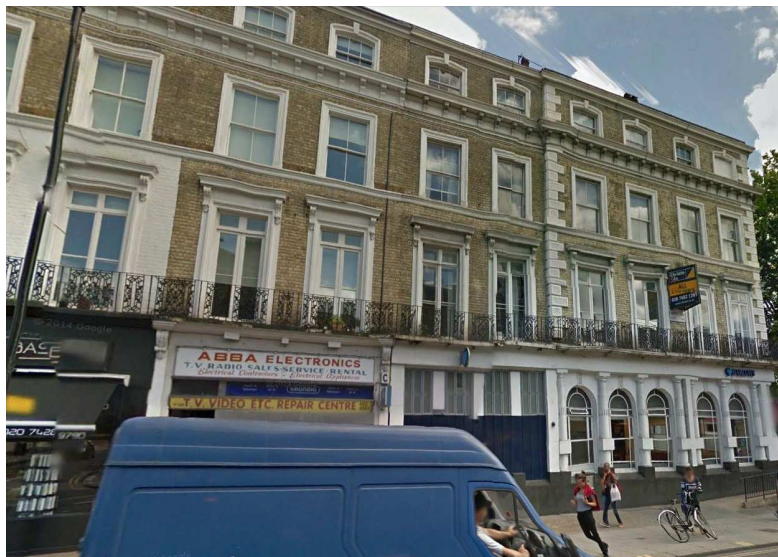


PLANNING APPLICATION SUPPORTING STATEMENT AND DESIGN AND ACCESS STATEMENT

Flat 1

230 Kentish Town Road, London. NW5



Flat 1, 230 Kentish Town Road, NW5

DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared in accordance with Planning Circular 01/06 and Cabi Guidance 'Design and Access Statements: How to read, write and use them'.

Background

The site is located on Kentish Town Road (A400), London NW5 in the centre of Kentish Town.

The property consists of a 3 storey residential dwelling located above commercial premises that form part of the primary shopping parade.

The dwelling is arranged over first, second and third floor levels.

The property is accessed via a secured ground floor entrance located on the side elevation on Caversham Road.

The surrounding area consists of similar flatted developments located over commercial premises.

The property is currently configured as :

a one bedroom self contained flat at first floor and mezzanine levels

a four bedroom self contained flat located over second and third floor levels.

The dwellings have no external amenity space due to their location on a high street at upper levels over commercial buildings.

The application that accompanies this Design and Access Statement aims to provide a more appropriate use and improve the existing building.

Introduction

This application is for the internal alterations and conversion of the property to form 3 self contained flats.

The first floor flat is currently arranged as a one bedroom flat and it is understood that this conversion was undertaken in 2004 but without the benefit of express planning consent.

The upper dwelling, currently arranged as a 4 bedroom unit has proven difficult to let in its current configuration as it is considered a family sized unit. However being located at second and third floor levels and not benefitting from external amenity space is considered unsuitable for family accommodation.

Historically this dwelling has been sub-let by previous owners on a room by room basis without the consent of previous owners.

In support of these facts we enclose a letter from Salter Rex estate agents who are very familiar with the rental market locally.

It is my client's objective to provide three self contained flats which will form:

A one bedroom flat on the first floor

A one person Studio flat on the second floor and

A 1 bedroom flat on the third floor

ASSESSMENT

Context

Physical

The site is comprised of a three storey residential property. The ground floor is currently a commercial unit.

Economic and Social

The site is located within a vibrant town centre location that is unpopular with families seeking accommodation. We propose to provide 3 small self contained units of accommodation of which there is a recognised high demand in this location.

There are no direct economic or social issues arising as a result of this proposal.

The site is located within walking distance to the local services and facilities and is well connected by public transport.

Economically, these conversion works to the property will potentially increase its value and the proposed changes and improvements to the property will ensure that it is suitable for the current and future housing market.

Policy

The following policies from the London Borough of Camdens adopted LDF and SPG Planning Standards for Conversions, concerning design have been considered in the development of the proposals for this project. Regional policies 'The London Plan ' have also been consulted:

Regional Policy

All housing developments should have adequate provision of internal space in order to provide an appropriate living environment.

To achieve this all residential development or conversions should:

- a.** meet the most up-to-date internal space standards as stated in table 3; and
- b.** have a separate kitchen and living room for affordable homes.

Dwelling type GIA (sq m)

Flats

1p 37

1b2p 50

2b3p 61

2b4p 70

3b4p 74

3b5p 86

3b6p 95

4b5p 90

4b6p 99

2 storey houses

2b4p 83

3b4p 87

3b5p 96

4b5p 100

4b6p 107

3 storey houses

3b5p 102

4b5p 106

4b6p 113

2.2 The Core Strategy seeks to manage growth so that it works positively for Camden. Core Strategy policy CS6 – Providing quality homes aims to:

- make full use of Camden's capacity for housing, to meet or exceed targets for the supply of homes in the borough;
- secure high quality affordable housing, by seeking an appropriate proportion of, and different types of, affordable homes; regenerating Camden's housing estates; and bringing existing Council homes up to Decent Homes standard;
- minimise social polarisation and secure mixed and inclusive communities, by securing a broad range of housing of different sizes and types to meet the needs of different groups and households in different circumstances.

2.6 Core Strategy policy CS6 indicates that the Council seeks to maximise the supply of homes and minimise their loss, with housing regarded as the priority land-use of the Camden Local Development Framework. Key aspects of policy CS6 that inform our approach to maximising housing supply and minimising loss of homes in the case of an individual site include:

- the overall Camden target for supply of additional homes from 2010/11 to 2024/25;
- the separate elements of the target for self-contained homes, homes that are not self-contained (such as hostels and grouped bedsit rooms) and vacant homes returning to use;
- the overall expected delivery of additional homes based on Camden's 15-year housing trajectory, which is significantly above the housing target for 2010/11 to 2024/25, but falls significantly short of the projected household growth rate up to 2026; and
- the Council's aim to give priority to households unable to access market housing and to vulnerable people in planning decisions relating to new homes.

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;

INVOLVEMENT

The proposed scheme will have minimal impacts beyond the site's boundaries and for this reason community involvement has been kept to a minimum. It is proposed to increase the number of units available within the building. Our proposals do not include any elevational changes.

EVALUATION

Opportunities and strengths

- An opportunity to improve internal living space of a currently underutilised building
- Maximise the use of the building and amount of internal space available for use by occupants.
- Provide an additional units of much needed low cost housing within the Borough.
- Provide a more appropriate and sustainable use of an existing building.

Constraints and weaknesses

- Character of the area is not enhanced by the existing poor quality and underutilised 4 bedroom dwelling

DESIGN

A scheme has been developed that aims to enhance the residential living space of the existing building.

Three dual aspect, one bedroom and one person flats are proposed within the existing structure. The building has an important role within the existing street scene and as such we propose no elevational alterations.

All the proposed units are spacious and well laid out, additionally all units comply with the current space standards laid out in the London Plan.

Sound and thermal insulation will be introduced designed to exceed the current Building Regulations.

Use

The proposed conversion will retain the existing residential use class.

Amount

The proposal will provide one additional self contained flat.

Scale

The proposals will not alter the scale to the street scene.

Layout

The proposal will result in alterations to the internal layout of the property. Three proposed residential units have been designed that will provide a good level of amenity to future occupiers.

Insulation

Currently there is no sound or thermal insulation within the property. As part of our proposals thermal and sound insulation will be installed to meet and exceed the current Building Control standards.

Landscaping

There are no landscaping proposals.

Appearance

The property has an important role with the existing streetscene and as such we propose no external alterations

Access

As outlined earlier in this report, the site is located within in close proximity to the local services and facilities. Good connections are provided across London via local train stations and local bus services.

We enclose details of the PTAL level for this building.

PTAI Study Report File Summary

Walk File Parameters

Walk File: PLSQLTest
 Day of Week: M-F
 Time Period: AM Peak
 Walk Speed: 4.8 kph
 BUS Walk Access Time (mins): 8
 BUS Reliability Factor: 2.0
 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
 Coordinates: 528999, 184992

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk	time		
(mins)	SWT (mins)	TAT (mins)	EDF	AI					
BUS	P OF WALES R	KENTISH T R	46	322.71	6.0	0.5	4.03	7.0	11.03
BUS	CAVERSHAM ROAD	214	65.16	8.0	0.5	0.81	5.75	6.56	
	4.57	2.29							
BUS	CAVERSHAM ROAD	134	65.16	12.0	1.0	0.81	4.5	5.31	
	5.64	5.64							
BUS	CAVERSHAM ROAD	C2	65.16	8.0	0.5	0.81	5.75	6.56	
	4.57	2.29							
BUS	CAVERSHAM ROAD	393	65.16	5.0	0.5	0.81	8.0	8.81	3.4
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	217.07	2.7	0.5				1.7
LU LRT	Kentish Town	Northern Line High Barnet to Morden	217.07	9.0	1.0				2.71
LU LRT	Kentish Town	Northern Line Morden to High Barnet	217.07	3.7	0.5				2.71
LU LRT	Kentish Town	Northern Line Mill Hill East to Kennington	217.07	4.3	0.5				0.5
LU LRT	Kentish Town	Northern Line High Barnet to Kennington	217.07	5.4	0.5				0.5
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	217.07	1.0	0.5				2.71
NATIONAL_RAIL	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	597.03	2.0	0.5				0.5
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	917.68	2.0	0.5				11.47
NATIONAL_RAIL	KENTISH TOWN WEST	RICHMOND to STRATFORD	597.03	4.0	1.0				7.46
NATIONAL_RAIL	KENTISH TOWN BRST ALBANS BR to SUTTON (SURREY)		217.07						
	0.67	0.5	2.71	45.53	48.24	0.62	0.31		
NATIONAL_RAIL	KENTISH TOWN BRLUTON to MOORGATE		217.07	0.67	0.5				
	2.71	45.53	48.24	0.62	0.31				
NATIONAL_RAIL	KENTISH TOWN BRST ALBANS BR to WEST NORWOOD BR		217.07						
	0.33	0.5	2.71	91.66	94.37	0.32	0.16		
NATIONAL_RAIL	KENTISH TOWN BRWIMBLEDON BR to ST ALBANS BR		217.07	1.33	0.5				2.71
NATIONAL_RAIL	KENTISH TOWN BRST ALBANS BR to MOORGATE		217.07	0.67	0.5				2.71
NATIONAL_RAIL	KENTISH TOWN BRWIMBLEDON BR to LUTON		217.07	0.33	0.5				
	2.71	91.66	94.37	0.32	0.16				
NATIONAL_RAIL	KENTISH TOWN BRMOORGATE to LUTON		217.07	0.67	0.5				
	2.71	45.53	48.24	0.62	0.31				
NATIONAL_RAIL	KENTISH TOWN BRMOORGATE to ST ALBANS BR		217.07	1.0	0.5				2.71

Total AI for this POI is 29.27

PTAL Rating is 6a.

PTAL Rating is 6a.

Michael Economides
Angelana Investments Ltd
Unit 7 Kentish Town Industrial Estate
Regis Road
London
NW5 3NE

2nd December 2014

Dear Michael,

RE: Flat 1, 230 Kentish Town Road, London NW5 2BU

Following our recent discussion regarding the above property, I have looked closely at the plans kindly provided by your architect.

It is my opinion that the option of the three smaller units is by far the most viable. The main factor in this is that a larger four bed family unit, above commercial, on a busy main road and without garden space would generate a very low demand.

The demographic seeking low-cost housing in this area is much better suited to smaller one-bed or studio units, for which there would be a very good level of demand for either rental or sale and for which the relatively poor location and lack of outside space would be much more acceptable.

I hope this information is useful and look forward to assisting you with either rental or disposal in due course.

Kind regards

A handwritten signature in blue ink, appearing to read "Guy Russell".

Guy Russell
Associate Partner

Chartered Surveyors & Estate Agents

Crown House 265/267 Kentish Town Road London NW5 2TP

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List of members available at Registered Office
Registration number 0C371523



PLANNING SUPPORTING STATEMENT

20 GLENLOCH ROAD ROAD, LONDON. NW3

Prepared on behalf of Urban Regen London Ltd.

Lifetime Homes

Lifetime Home Standards

Car Parking

1. Where car parking is adjacent to the home, it should be capable of enlargement to attain 3.3m width.

The subject site has no car parking facilities

Access from Car Parking

2. The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.

The subject site has no car parking facilities

Approach

3. The approach to all entrances should be level or gently sloping.

The subject site is located at upper floors over commercial premises and can only be accessed via communal staircases..

External Entrances

4. All entrances should be illuminated, have level access over the threshold and have a covered main entrance.

The subject site will feature a low energy light fitting at entrance door location.

Communal Stairs

5. Communal stairs should provide easy access and, where homes are reached by a lift, it should be fully accessible.

The existing communal stairs are not owned by the applicant and cannot be altered.

Doorways & Hallways

6. The width of internal doorways and hallways should conform to Part M, except that when the approach is not head on and the hallway width is 900mm, the clear opening width should be 900mm rather than 800mm. There should be 300mm nib or wall space to the side of the leading edge of the doors on entrance level.

Door ways within the proposed scheme will meet the required widths.

Wheelchair Accessibility

7. There should be space for turning a wheelchair in dining

areas and living rooms and adequate circulation space for wheelchairs elsewhere.

The existing building is not accessible to wheelchair users due to its location at upper levels.

Living Room

8. The living room should be at entrance level.

The existing living room is at entrance level.

Two or more storey requirements

9. In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed space.

Not applicable as the units are only 1 storey high.

WC

10. In houses with three bedrooms or more there should be a wheelchair accessible toilet at entrance level with drainage provision enabling a shower to be fitted in the future. In houses with two bedrooms the downstairs toilet should conform at least to Part M.

Not applicable.

Bathroom & WC Walls

11. Walls in the bathroom and WC should be capable of taking adaptations such as handrails.

Bathroom and WC walls are capable of receiving handrails.

Lift Capability

12. The design should incorporate provision for a future stair lift and a suitably identified space for a through the floor lift from the ground floor to the first floor, for example to a bedroom next to the bathroom.

Not applicable as the units are only 1 storey high.

Main Bedroom

13. The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.

The main bedrooms are capable of having hoists fitted with access to bathrooms.

Bathroom Layout

14. The bathroom should be designed for ease of access to the bath, WC & wash basin.

Although not detailed within this application bathroom designs can be arranged to provide reasonable access.

Window Specification

15. Living room window glazing should begin no higher than 800mm from the floor level and windows should be easy to open/operate.

The existing windows comply with the above requirement.

Fixtures & Fittings

16. Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 and 1200mm from the floor).

As part of the proposed works the property is to be fully rewired to the current regulations which will ensure the above requirements are met