81a/b Bayham Street | Planning Application

REV1 Limited

Design and Access Statement

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sprunt

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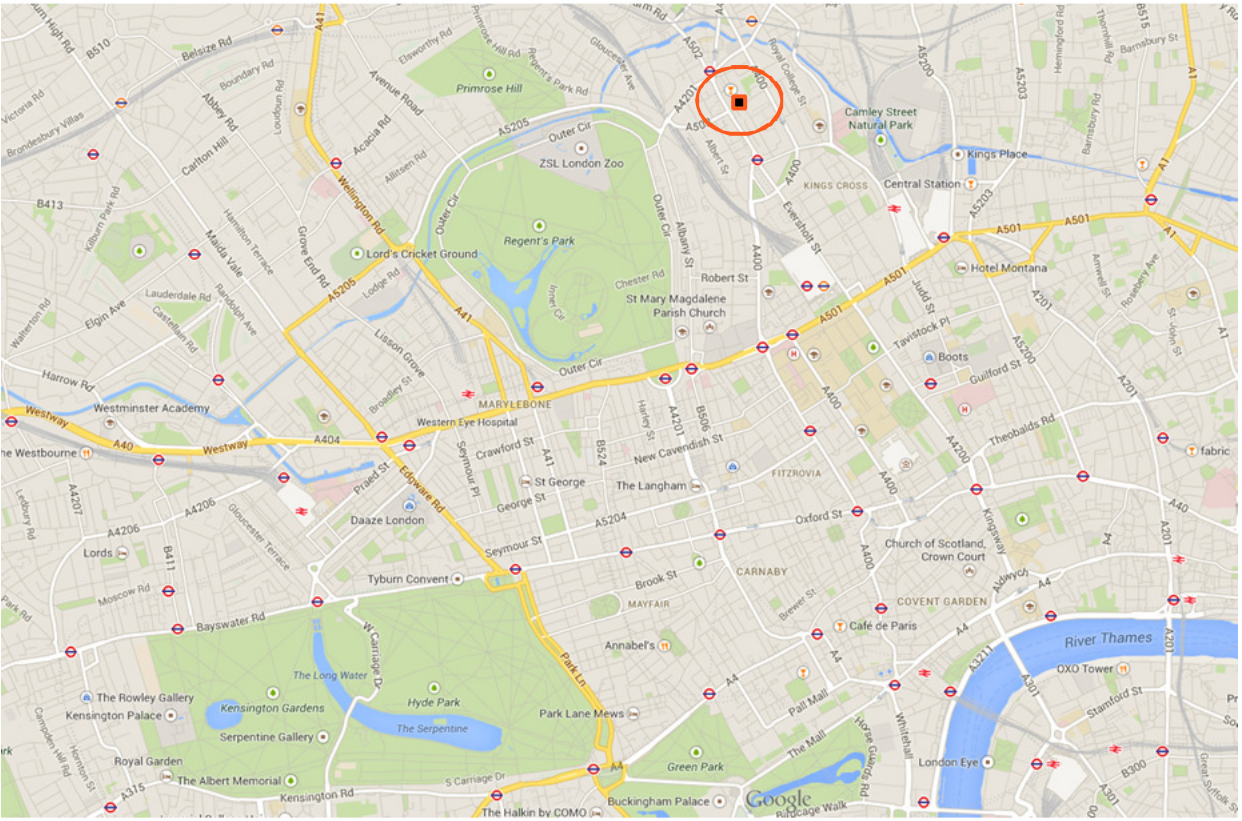
When reading this statement, please refer to all drawings and reports submitted with this application.

Graphics in this document are not to scale

Introduction



Sprunt has been appointed by REV1 to provide design proposals for the redevelopment of the site at 81a/b Bayham Street, NW1 0AG in the London Borough (LB) of Camden. These proposals are now submitted under a full planning application following pre-application process (ref. 2014/3485/PRE).

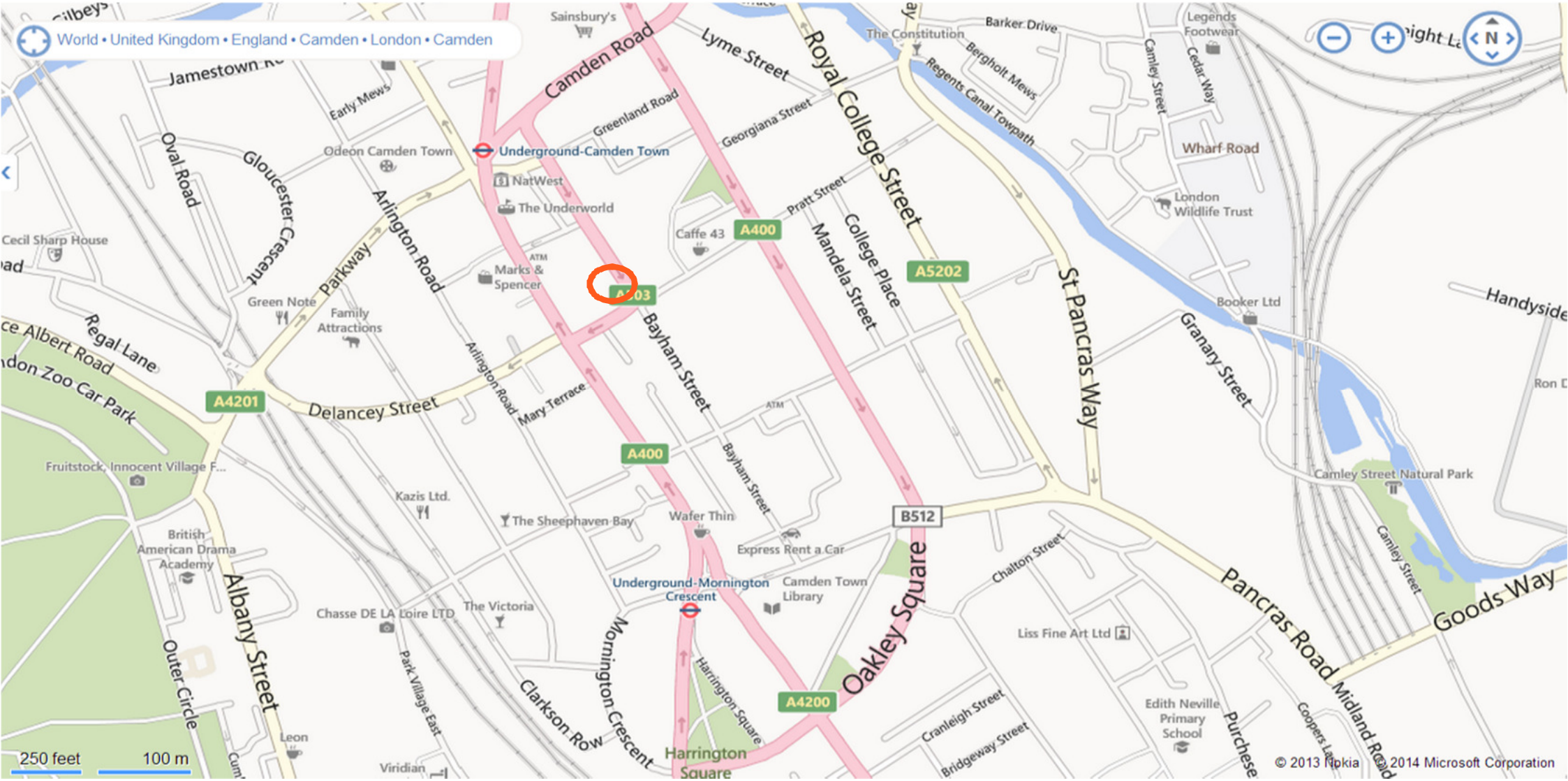
The design approach and rationale have been developed from the client's brief and active collaboration with LB Camden planning department representatives.

The proposals are for the demolition of the existing two storey building and whole redevelopment of the site to provide a ground floor and lower ground floor commercial unit with 6 residential units over 3 upper floors plus recessed penthouse volume.

The resulting project presented in this document offers an outstanding opportunity to the area and its residents for an improved facility and homes while providing a great addition to the local streetscape carefully knitted to its context.

Document to be read in conjunction with submitted drawings and reports.
Graphics in this document are not to a particular scale.

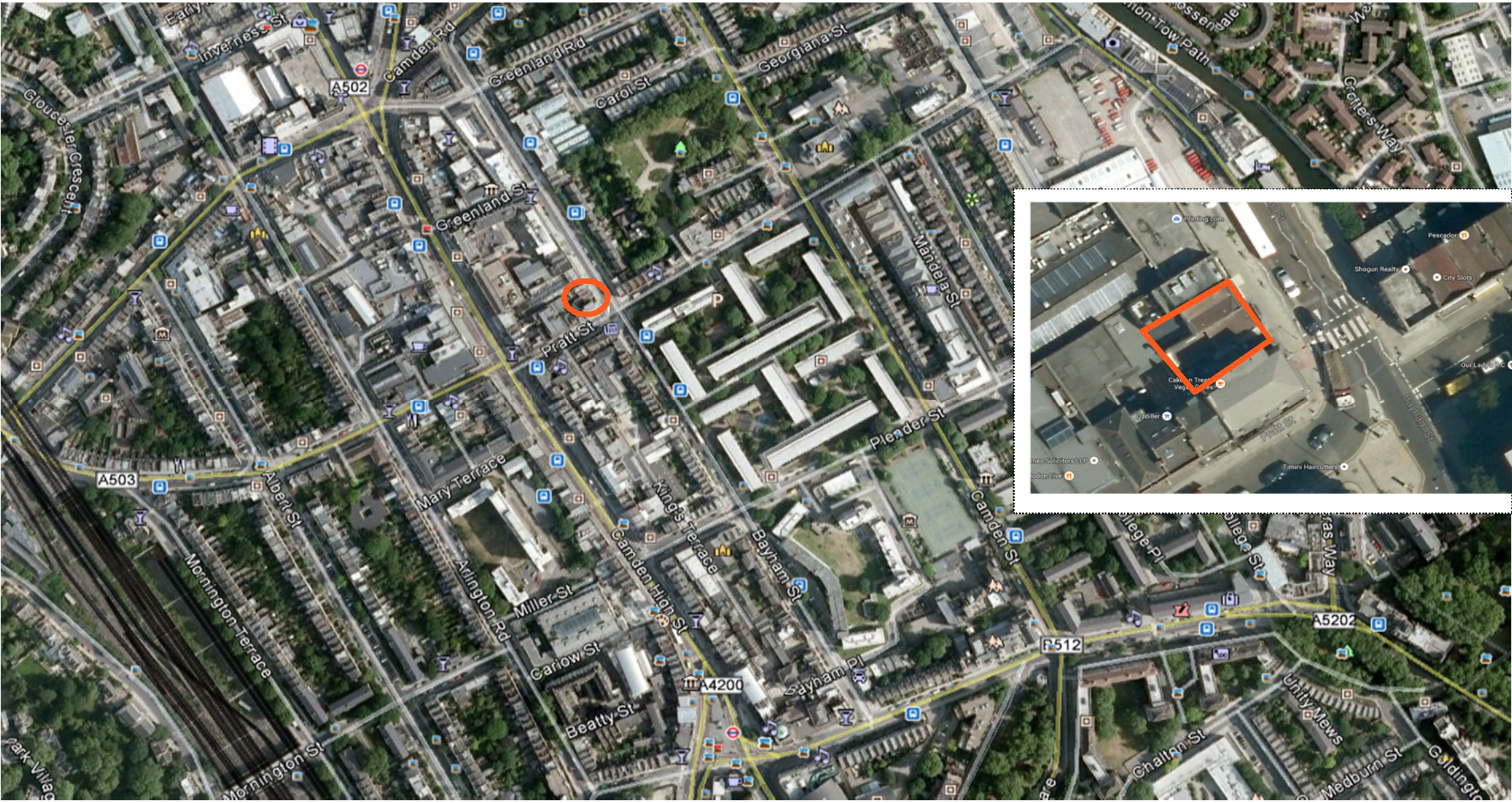
A Site Appraisal



The site is located at 81a/b Bayham Street (NW1 0AG) nearly the crossroad of Bayham Street and Pratt Street between Mornington Crescent to the South and Camden Town to the North. The site sits to the west of Bayham Street , a local distributor which runs north-south to the east of Camden High Street .

A Site Appraisal

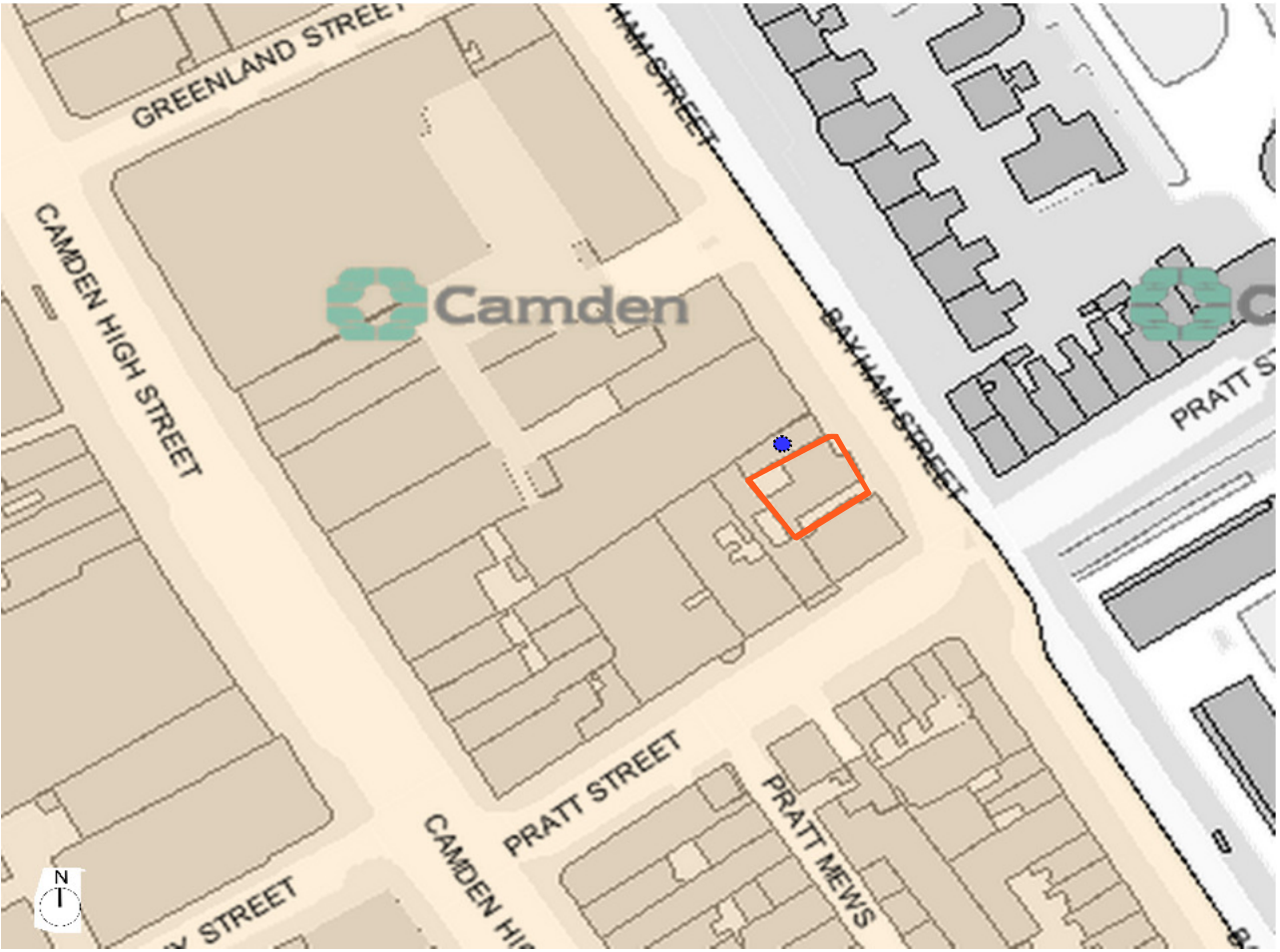
A2 Vehicular and transport links

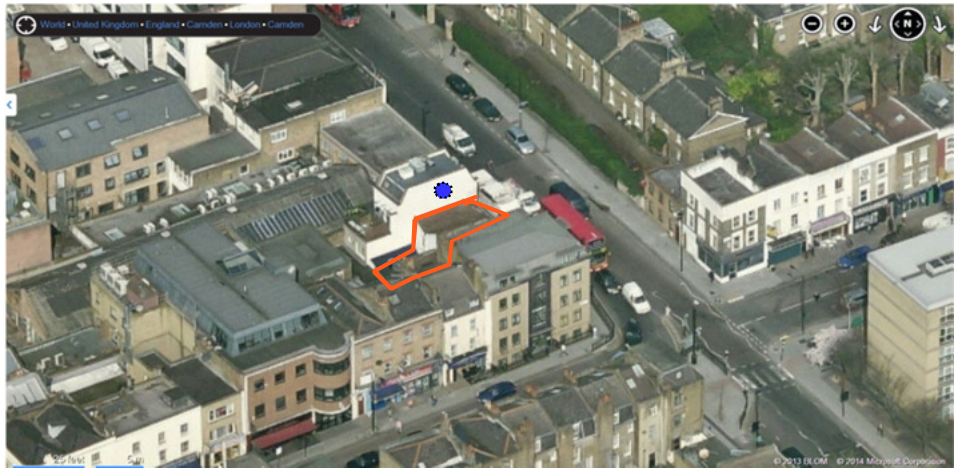


The aerial map above shows how the site connects with the transport network. Public transport accessibility level is particularly good with a maximum index of 6b based on close proximity to Camden Town and Mornington Crescent Underground Stations and one of the highest level for bus services in London including routes 27, 29, 31, 88, 168, 214, 253, 274 and C2. Most of these buses also provide night service. Bayham Street is a local one-way connector (north-south) which runs parallel to the main connector, Camden High Street (south-north). As the site is located at close proximity to a junction (Bayham Street / Pratt Street) prone to traffic congestion and the public transport accessibility level is excellent, a “car free” proposal for the application site is highly justifiable.

A Site Appraisal

A3 Character of the area | Generally

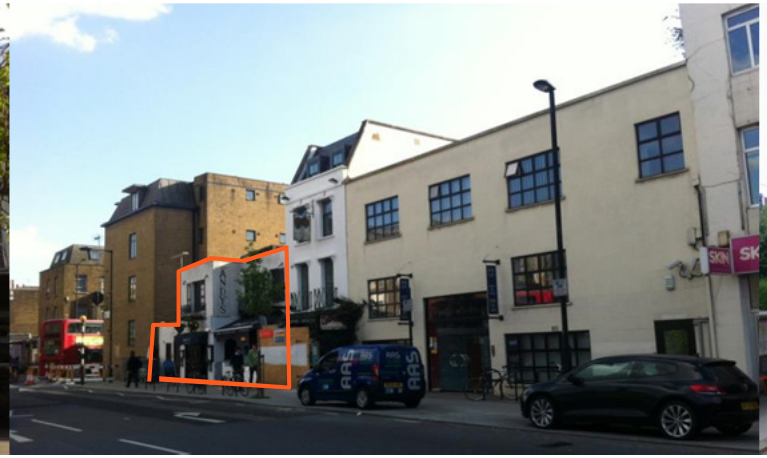




The site is located at the eastern hedge of Camden Town Conservation Area (as shaded above). The building directly adjacent to the north of the site (pointed in blue above) has the status of “positive contributor” to the character of the conservation area.

The buildings and configuration on the application site can be viewed as the “odd one out” due to its reduced scale (part one / part two storey) and lack of connectivity with its surrounding. The area is particularly diverse in terms of typologies, styles and uses including traditional brick or rendered town houses with or without commercial ground floors (two to four storey), employment brick or rendered buildings with high floor to floor levels (three to six storey equivalent), six storey post-war block of affordable residential units, 4.5 storey equivalent 1980s brick block of residential; these buildings providing restaurants, offices, workshops, shops, public houses, converted housing, and residential flats.

Street view from the south



Street view from the north (close proximity)

Street view from the north

The existing site is white rendered in a look-a-like Greek Island style which ties up with its current use (a Greek restaurant) with upper floor residential flat. The character of the adjacent areas is as varied as the general area. To the south of the site sits a 1980s block of flats (17-19 Pratt Street, 3.5 storey plus mansard roof), to the north, the positive contributor at 83 Bayham Street which houses a restaurant and 2 residential units over 3 storey plus mansard roof.

EXISTING FIRST FLOOR PLAN

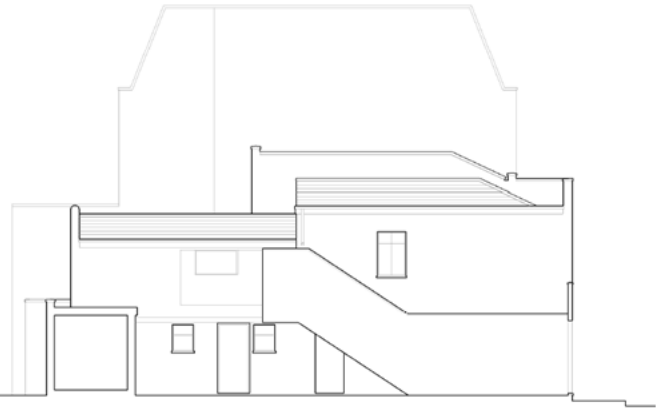
Gross Area = 88.15 sq.m

EXISTING FRONT ELEVATION

EXISTING GROUND FLOOR PLAN

Gross Area = 95.95 sq.m

EXISTING REAR ELEVATION



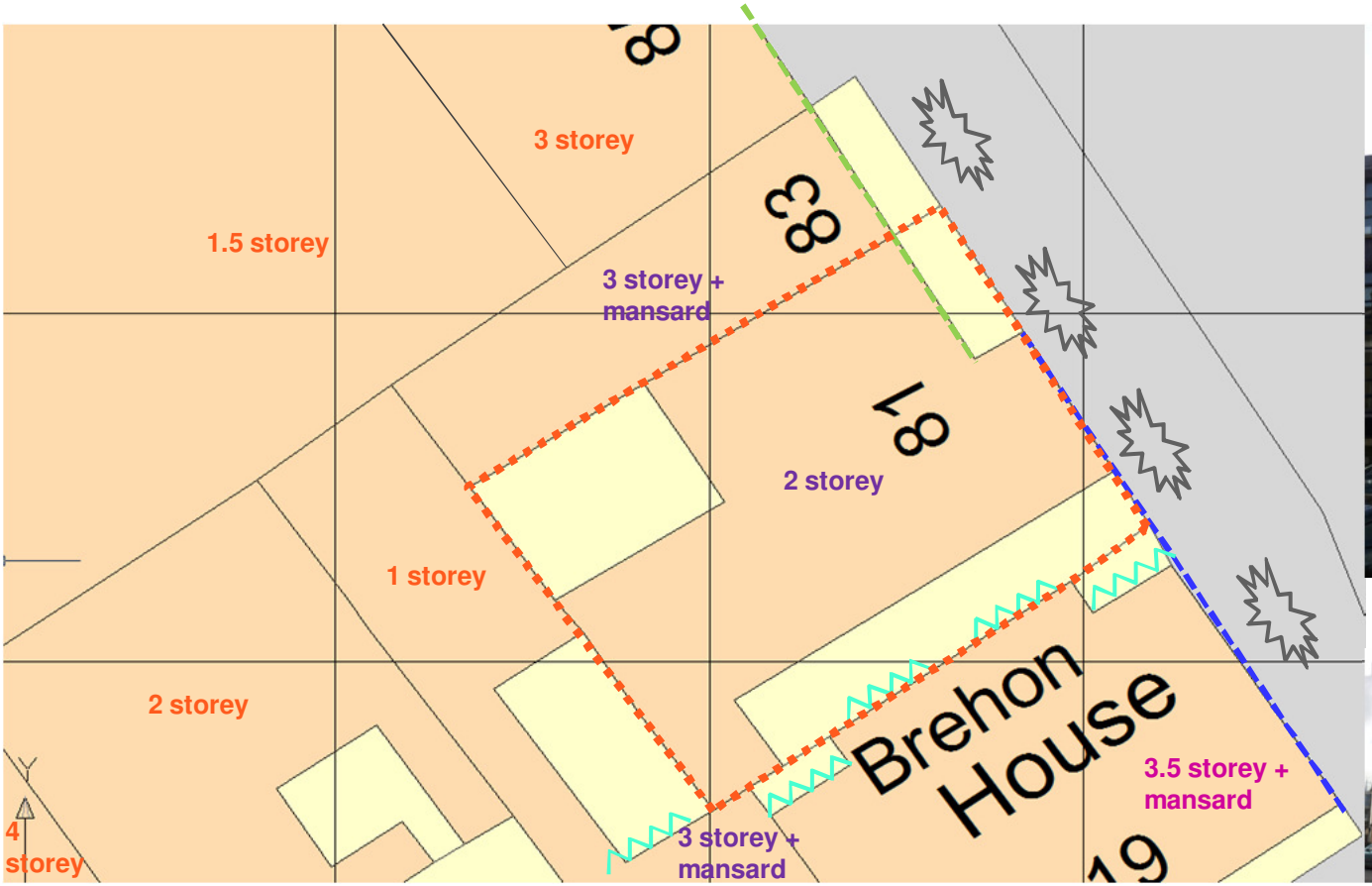
EXISTING SIDE ELEVATION

Site area: 163.0 sqm

The existing buildings forming No 81 Bayham Street comprise a ground floor restaurant (81a), with a small front terrace and an apartment on the first floor (81b). 81a has a service access to the south and an open terrace to the north-west. The restaurant , known as Andy's, has served Greek food continuously for over four decades and has become synonymous with Camden. While it adjoins with the positive contributor at 83 Bayham Street, No 81 is not considered to be of recognisable architectural or historic interest.

crossroad | corner work plane
Bayham Street main work plane
windows to back elevations
noise & vehicular pollution

commercial
commercial + residential above
residential



Opportunities
- Benefit from links to good quality public transport system allowing maximisation of site potential,
- Review alignment with streetscape to provide a transition between corner building and positive contributor,
- Review of roofscape in conjunction with adjacent properties,
- Capture sunlight while mitigating against noise/pollution,
- Creation of high quality landscaped roof terrace which benefits from long views,
- Develop much better relationship to surrounding residential/commercial areas than existing buildings,
- Utilise heterogeneous urban character to develop modern contextual architecture,

Constraints
- Tight built-up boundaries,
- Designing out overlooking and loss of daylight/sunlight to surroundings,
- Relationship with 83 Bayham Street (positive contributor),
- Noise/Vibration/Pollution from road,
- Lack of vehicular access and potential for car parking.

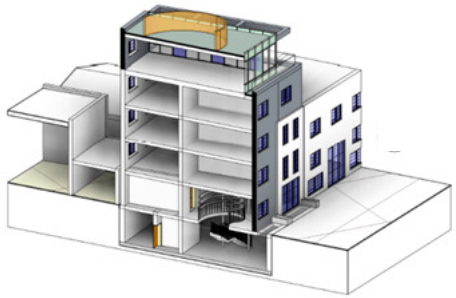
B Design

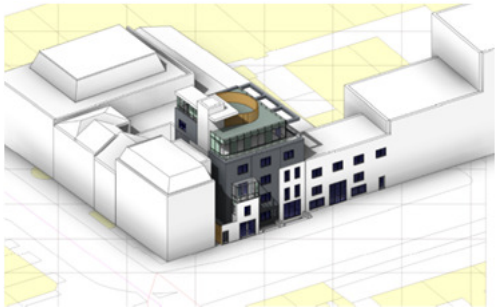
B Design

B1 Design Process and Evolution

2010/3213/P approved street elevation

Original draft design covering both 81 and 83 Bayham Street





The design for this application has been developed in collaboration with LB Camden planning authorities through pre-application process under reference 2014/3485/PRE.

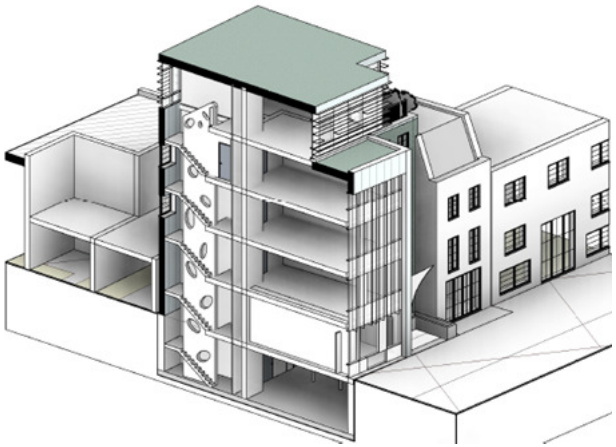
The site has been granted planning approval in August 2010 (renewal, reference 2010/3213/P) for the construction of two additional floors with mansard roof including a 3-storey side extension and conversion of existing first floor flat to create 7 residential units over the restaurant (ground floor). The elevation drawing to the left (by Betham Associates Architects) shows the approved design seen from Bayham Street.

REV1 Limited believe a more contemporary approach would generate more interest to this scheme while contributing to the quality of the accommodation created as well as providing a better addition to the streetscape.

We initially looked at remodelling the whole of 81a/b with 83 Bayham Street. Graphics to the bottom left show a 5 storey mass blending No 83 and protruding area of No 81. Rooftop amenity space was also envisaged. The main driver here was to keep the main areas of the existing elevations prominent but bring the core of the scheme to a mass similar to the larger buildings along the street with a signal element at high level . The design team met with Alex McDougall , planning officer, and Hannah Walker, design officer, of LB Camden on 10 June 2014. While a more contemporary approach was welcome, the baseline proposals raised some concerns as follow (extracted form email by Alex McDougall dated 11 June 2014):

- "The current proposal would have an unacceptable impact on the character of the area due to excessive size and bulk;
- It is not appropriate to build over No. 83 Bayham Street as it is a positive contributor to the conservation area;
- It is not appropriate to extend significantly to the rear of No. 83 Bayham Street as evidenced by the recent application 2012/5288/P;
- The corner property at No. 17-19 Pratt Street must maintain its prominence as a corner building. As such it is not appropriate for the height of the proposal to extend above this building;
- There is scope for a contemporary infill element at No. 81 Bayham Street but it would have to be of the highest quality;
- There *may* be the possibility of some additional height over what has previously been approved at No. 81 (see 2007/2944/P) but only if the design provides a clear contrast with the retained building at no.83. At the meeting the possibility of stepping the building back both from the frontage and down from the adjoining building to the south were discussed as a potential method to ensure that the setting of No. 83 was not compromised. Please note that the building massing approved as part of the existing permission is considered to be about what we would normally consider acceptable;
- The proposal should not come any closer to the kitchen windows of the adjoining building to the south than that which has already been approved at No. 81."

B1 Design Process and Evolution



Graphics extracted from revised design

Further to the first pre-application discussion, the design team submitted a revised scheme for discussion providing an answer to the initial comments as follow:

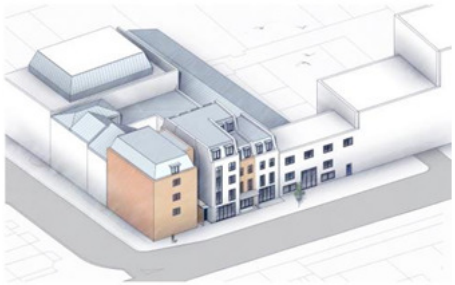
- **Comment 1:** "The current proposal would have an unacceptable impact on the character of the area due to excessive size and bulk". **Revised proposals:** size and bulk has been significantly reduced by keeping No. 83 to the North as existing, creating a modern vertical element to the South which matches the streetscape of the adjacent building while providing a clear recessed cut between No. 83 and the southern element. Height has been reduced generally by omitting any roof access and lift overrun;
- **Comment 2:** "It is not appropriate to build over No. 83 Bayham Street as it is a positive contributor to the conservation area". **Revised proposals:** No. 83 is to remain as existing;
- **Comment 3:** "It is not appropriate to extend significantly to the rear of No. 83 Bayham Street as evidenced by the recent application 2012/5288/P". **Revised proposals:** No. 83 is to remain as existing;
- **Comment 4:** "The corner property at No. 17-19 Pratt Street must maintain its prominence as a corner building. As such it is not appropriate for the height of the proposal to extend above this building". **Revised proposals:** the southern element is a modern re-interpretation of 17-19 Pratt Street streetscape with a carefully designed light curtain wall which matches the parapet height wrapped in a standing seam zinc envelope as per the adjacent mansard roof;
- **Comment 5:** "There is scope for a contemporary infill element at No. 81 Bayham Street but it would have to be of the highest quality". **Revised proposals:** the attached design aims at revisiting the infill site with a finely detailed modernist approach including for a mixture of high quality materials which will provide contrasting masses and therefore a dematerialisation of the overall scale through a game a opacity, transparency and reflectivity. The principles are:

- to emphasize the prominence of the southern element and 83 Bayham Street (opacity and "bill board" treatment for strong street presence),
- while the recessed cut, which will be in the shade most of the time, can have a planted elevational treatment (soft vegetal treatment detracting from the materiality of surroundings),
- with a recessed penthouse to provide transparencies and sky reflections in order to create a lightweight, background treatment effect.

- **Comment 6:** "There may be the possibility of some additional height over what has previously been approved at No. 81 (see 2007/2944/P) but only if the design provides a clear contrast with the retained building at no.83. At the meeting the possibility of stepping the building back both from the frontage and down from the adjoining building to the south were discussed as a potential method to ensure that the setting of No. 83 was not compromised. Please note that the building massing approved as part of the extant permission is considered to be about what we would normally consider acceptable". **Revised proposals:** please refer to all above points.
- **Comment 7:** "The proposal should not come any closer to the kitchen windows of the adjoining building to the south than that which has already been approved at No. 81". **Revised proposals:** building has been set further away than the already approved scheme to minimise impact on 17-19 Pratt Street and facilitate construction.

B Design

B1 Design Process and Evolution

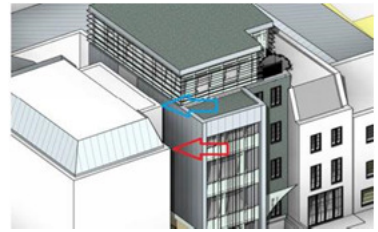


Alternative 1

Alternative 2

The revised scheme was well received from LB Camden but further options were still to be instigated to answer the following concerns (extracted from Alex MCGougall email dated 10 July 2014) :

- "The retention of the positive contributor is of course welcomed;
- The height and bulk is still really problematic, rising above the mansard of the corner building and significantly stepping up from the scale of the adjacent buildings to the north is not considered to be acceptable. Please reconsider the proposal with regard to the relationship of the building with the eaves of the corner building (see red arrow in diagram below). If you still seek to consider a setback roof level, please consider with regard to the secondary eaves of the adjoining building (see blue arrow in diagram below). Please note however that we are not implying that such a setback roof level would definitely be considered acceptable at this time.
- The design of the new build is a rather odd composition, with a more traditional section juxtaposed with a very contemporary element, all topped with the very bulky modern penthouse. A contemporary approach would be acceptable given the context but it would need to be more coherent – the same architectural approach across the site would probably work better.
- The materials and fenestration pattern needs to respond better to the surrounding context – the proposed curtain walling effect does not seem appropriate in Camden Town where the buildings are generally solid masonry with punched openings. "



A member of the design team (Stefan Bobolecki) also had an informal meeting with Alex McGougall in which the possibility of reducing the floor to ceiling heights from London Plan standards (2.5m) in some locations to match the adjacent property at No 83 was discussed. It was noted that this may be considered acceptable, but it would preferably be in secondary rooms and would not be significantly below the standards (2.3m would be considered an absolute minimum). It was recommended that it may be possible to design maisonette units with primary living spaces on one level at a compliant floor to ceiling height and secondary bedroom and bathrooms on the other level at slightly lower floor to ceiling heights. It will still be necessary to ensure that the horizontal lines of the building relate to those of the adjoining and nearby properties.

The design team therefore reviewed the potential options and issued to LB Camden the two alternative approaches shown to the left. Alternative 1 was issued on 16 September 2014 and considered as too much of a step back towards the currently approved scheme without resolving the bulk issue. Alternative 2, was discussed at an intermediate pre-application meeting with Hannah Walker on 10 October 2014. Minutes of this meeting are provided on the next page.

B Design

B1 Design Process and Evolution

The meeting with Hannah Walker on 10 October 2014 referred to the overall approach from the beginning of the process and, in light of the latest alternative produced, the following points were considered to develop a final pre-application design submitted to LB Camden on 3 November 2014:

- **Front building Line**

Hannah Walker (HW) requested that the staggered appearance needs adjusting. The new proposals should have a level building line. There is a need to prepare drawings showing a 'forward' building line which would be prominent of No83 Bayham Street. HW requested that the design team also examine a building line slightly 'set back' from No83 Bayham Street for the purposes of comparison. However, the consensus was that the building line should be level with the corner building, Brehon House, on the junction between Bayham Street and Pratt Street.

- **Appearance of Facade**

As a result of this re-alignment HW called for a homogeneity of design for the facade. This varied from Camden's original views on a graduated approach between Brehon House and No 83 Bayham St. It was agreed to revise the design to a 'metric' brick- finished, frontage with recessed window openings to align, where possible, with No 83. The return flank would be eliminated in this design.

- **Location/Appearance of Entrance**

Because of the envisaged changes it was agreed that we should redesign the entrance, widening it and locating it adjacent to No 83. The entrance should have a light feel and match, in style, the pavilion.

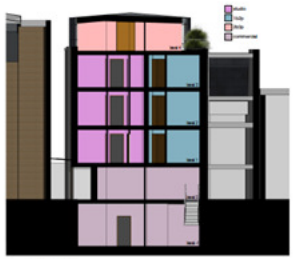
- **Re-positioning of the top floor Pavilion**

HW appreciated the new design to the pavilion, particularly the removal of a 'mansard' at the front. However, she was concerned about the front elevation of the pavilion and its positioning. HW requested a redesign to improve the relationship between the new main facade and the 'glazed' appearance of the pavilion. She accepted the 'waisted' footprint of but suggested that we might look at widening this slightly to accentuate the step between Brehon House and No83 Bayham Street. However, she also felt that we had exaggerated the 'set back' from the main building line. She emphasised that the overall height must remain consistent with Brehon House in designing the changes.

- **Conclusion**

The massing and proportions of the proposals, including the basic floor plans and unit sizes were not at issue. The front building line needs regularising. The overall height needs adjusting through a redesign of the pavilion to match the front entrance and the new facade.

The final pre-application design is illustrated beside and below.



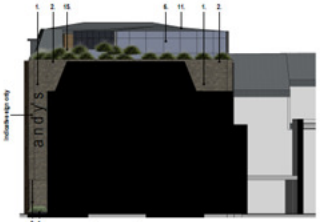
2 Section BB

3 Front elevation

View of lower street frontage (not to scale)

4 Rear elevation

1 Section AA

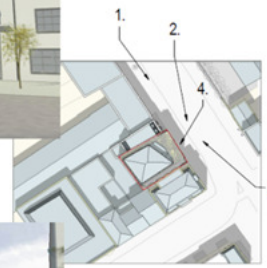


6 Northern side elevation

5 Southern side elevation

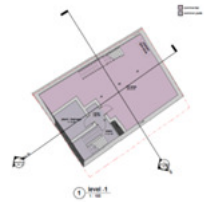
view 1.

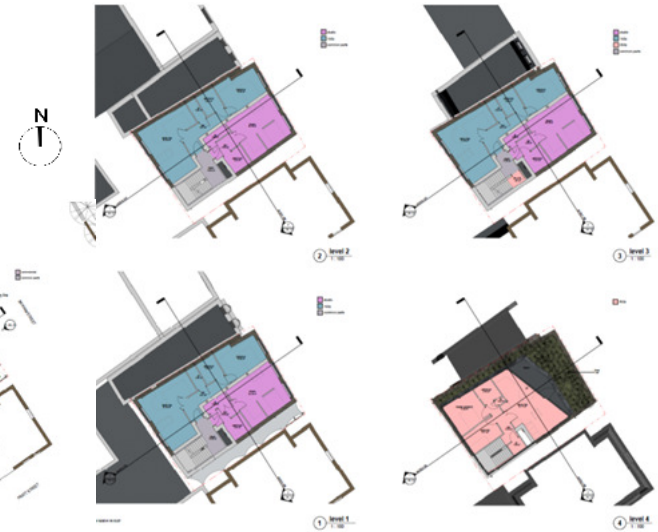
view 4.



view 2.

view 3.





The final advice letter from LB Camden dated 11 November 2014 stated (extracts):

"**Principle of Proposal**
Demolition
The proposal includes demolition of No. 81 Bayham Street, a building not listed or a positive contributor to the conservation area. Policy DP25 of the LDF states that the Council will only permit development within conservation areas that preserves and enhances the character and appearance of the area. As such the proposed demolition is considered to be acceptable in principle subject to justification, included within a heritage statement, that the proposed replacement will preserve or enhance the character of the area.
Please note that as the proposal includes substantial demolition in a conservation area any application must be considered by the Development Control Committee.
Density
Table 3.2 of the London Plan sets recommended residential densities based on the size of dwellings, character of the area and accessibility of the site. The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent) and is considered to be most appropriately described as an urban area. As such the London Plan recommends a density of 45 - 260 units per hectare.
The proposal for seven dwellings would result in a residential density of 429 units per hectare, significantly above the range required by the London Plan, not taking into account the proposed restaurant unit. I note that London Plan Policy 3.4 and Council Policies CS6 and DP2 seek to maximise the number of dwellings, subject to protecting the amenity of occupiers and neighbours. Given the size of the site the London Plan would suggest 4-5 dwellings on the site would be more appropriate.
Dwelling mix
Camden Policy DP5 requires that all residential development provide an appropriate mix of dwelling sizes. The

Dwelling Size Priorities Table				
1 – bedroom or studio	2-bedrooms	3-bedrooms	4-bedrooms or more	*Aim*
lower	Very high	medium	medium	40% 2-bed

The proposal includes 6 x 1-bedroom (or studio) units and a 2-bedroom unit which is not in keeping with the dwelling size priorities as outlined in DP5. The supporting text for DP5 also states that, "*the Council will resist development proposals for self-contained general needs housing that contain only one bedroom and studio flats*", as with the current proposal. As such the dwelling mix proposed is considered to be unacceptable.
Given the density and mix constraints outlined above it is considered that a 1 x 1 bed, 2 x 2 bed and 2 x 3 bed arrangement, or similar, is more appropriate. It is recommended that the proposal is revised accordingly, prior to any formal application being submitted.
Restaurant use
The original pre-application documentation proposed B1(a) office space at ground and basement level. The revised plans now show a large restaurant in this location. As the site currently has a ground floor restaurant there is no objection in principle to a restaurant in this location. It is noted that there was concern from a Councillor regarding the loss of the current restaurant operator although this is not a planning consideration.

Design
The proposal is for the development of a contemporary mixed use four storey building, plus basement and recessive fifth floor 'roof extension' element.
Height & Bulk
The proposal is faced with the challenge of maintaining the prominence of No. 17-19 Pratt Street to the south, and not dominating the positive contributor, No. 83 Bayham Street, to the north. The following are the key points with regard to height and bulk:
· It is considered that the height of the principal facade should be no higher than the parapet of the adjoining building, No. 17-19 Pratt Street. The current drawings reflect this.
· Any roof level should be mostly invisible when viewed from street level in the vicinity of the site. The current proposal, which steps back from the adjoining building to the south, appears to achieve this aim.
· The impact on No. 83 Bayham Street is likely to be the most contentious element of the proposal. It will be necessary to adequately respect the scale of this building to ensure the proposal preserves the character of the area. The current proposal extends forward and above the adjoining building resulting in a stark contrast between the two as viewed from the north. I note that several attempts have been made to create a transition between the bulk of the proposed building and No. 83, none of which have been particularly successful. This is indicative of overdevelopment of the site and incongruity with the street scene. It is recommended that this interaction is further considered.
· The rear of the site is not readily visible from the public realm and as such is not considered to be of as much concern from a design standpoint. However, it is visible from some private vantage points so will need to be of a reasonable quality.
Façade design
The current proposed front façade lacks interest. Please consider the following points to work towards a high quality design:
· The different between the northern windows and southern windows is stark. The window heights would match at each level.
· In order to add depth and interest to an otherwise unarticulated façade it will be necessary to implement a substantial reveal and/or secondary inset brick layer to the windows.
· Consider brick detailing at cornice level and between levels to add visual interest.
· The under-croft does not pick up on the lines of the adjoining building at No. 83. It is considered that it could be slightly higher in line with the fascia level of the adjoining property.
· To create a sense of hierarchy the ground floor windows could be increased in height to align with the entrance opening. To help improve the façade's proportions the windows could have subtly diminishing heights moving up the building.
Other
· The canopy to the side alley is not considered to be appropriate as it is unlikely to weather well. Please consider weather proofing this space with a more robust and resilient enclosure.
· The proposal includes indicative 'andy's' signage on the front side wall. This is unlikely to be considered acceptable. Notwithstanding, it is recommended that any signage be left out of the primary application and considered later.
Going forward it is recommended that your design approach focus on a contemporary interpretation of the significant elements of the buildings in the conservation area. The Camden Town Conservation Area Appraisal and Management Strategy details the significant characteristics of the area. Ultimately, the Council will demand a well considered and high quality approach, which does not harm the character or appearance of the wider Conservation Area. Please note that our Development Control Committee have recently been interested in details of materials, particularly in conservation areas. I note that the current drawings include good detail of materials; please also include in any application.

Amenity of Neighbouring Properties
The buildings that would be most affected by the proposal are 17-19 Pratt Street and 83 Bayham Street. To a lesser extent the other buildings to the rear, 11-13 and 15 Pratt Street, will also be affected by the proposal.
17-19 Pratt Street
It is noted that there are several side windows in the north elevation of the adjoining building to the south that would be significantly affected by the proposal. These windows have been built on the boundary, which is unusual given the terraced nature of the street.
It is noted that previous proposals to redevelop No. 81 Bayham Street allowed these windows to be significantly blocked. In the context of the street the proposed building has been quite substantially setback from the adjoining building and as such will maintain some daylight to the subject windows. As such the proposal is likely to be considered acceptable in this regard.

83 Bayham Street
The proposal steps forward of the front windows of the adjoining property. From the plans provided it appears the primary facade front windows of No. 83 would maintain adequate outlook and sunlight but some concern is raised to the impact on the mansard windows of the adjoining property. Similar to the bulk issue raised above, it appears that it will be necessary to find a design solution to set the proposal back. The proposal will significantly overshadow and enclose the rear terrace of No. 83 Bayham Street. It is considered that the rear of the proposed roof level should be splayed to reduce this impact. The result would be a more sculptural roof level, which could add to the overall design of the building. During the course of assessment it may be found that a splay is also necessary at the rear of the fourth floor level.
11-13 and 15 Pratt Street
Given the orientation of the site the proposal has the potential to significantly overshadow the rear windows of these properties. It is considered that you should provide a daylight and sunlight report which demonstrates that the proposal will not unreasonably overshadow the above mentioned adjoining properties and that the rooms continue to receive an adequate amount of sunlight in line with guidelines.

Standard of Accommodation
Size & Layout
The proposed units are considered to generally provide a satisfactory standard of accommodation. The proposal provides dwellings that more than satisfy London Plan requirements for dwelling sizes and room sizes and appear to satisfy many of the London Housing SPG recommendations. However, a lift will be required as the building is 4+ stories in height. Any lift overrun will need to be adequately screened; preferably the lift equipment would be in the basement. As much as is practicable, bedrooms should be to the rear of the building and living spaces to the front to reduce sleep disruption.
Amenity Space
Other than the upper floor unit the proposal does not provide private amenity space. Ideally, each unit would have access to a balcony. Given design and air quality constraints it is considered that any balconies or inset terraces should be to the rear. Raised amenity space should be carefully designed so as not to overlook adjoining properties.
Air Quality and Noise
The site is located on Bayham Street, a polluted and noisy street. The proposal includes living spaces and bedrooms with windows that face on to Bayham Street. As such the proposal will be required to provide an Air Quality assessment and a noise assessment to demonstrate that residents will not be exposed to unacceptable levels of pollution or noise.
Information on the preparation of air quality and noise assessments can be found on the Council website. Please note it may be that a combination of sealed windows and mechanical ventilation is required to ensure that occupants are not exposed to unacceptable air and noise pollution. If mechanical ventilation is proposed, it should be positioned carefully so that the plant does not harm the integrity of the design.

Highways and Car Parking
While the subject site has no existing car parking and none is proposed, there is an extended crossover to the front of the site extending from south of No. 81 Bayham Street to north of No. 83 Bayham Street. This appears to be an informal servicing and parking area, which is an unusual arrangement.
Car Parking
Core Strategy Policy CS7 (Promoting sustainable and efficient travel and policies), Development Policies DP18 (Parking standards and limiting the availability of parking) and DP19 (Managing the impact of parking of the Camden Development Policies) and Camden Planning Guidance (CPG)7 – Transport, are relevant in the consideration of car parking.
DP18 states that, "*the Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport*" (emphasis added). CPG7 states that 'highly accessible area' are those that exceed a PTAL of 4.
,
The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent). The site is within 5 minute walk of underground stations and numerous bus routes on Bayham Street. The site is also within the Camden Town North Controlled Parking Zone, a CPZ in which the number of on-street parking permits currently issued already exceeds the number of spaces. As such the proposal will be expected to be a car-free development. Specifically residents will not be allowed access to the on-street car parking scheme. Furthermore, these restrictions will need to be formally secured through a s106 legal agreement to render the proposal acceptable.
Subject to final residential mix it may be considered appropriate to create a public disabled parking bay to the front of the site. The cost of the conversion would be covered by the Applicant and secured via s106.
Cycle Parking
Secure, covered and convenient cycle parking will be required at the rate of 1 space per 1-2 bed dwellings and 2 spaces per 3+ bed dwellings. It is noted that the drawings show this will be provided in the side setback area. This is considered to be an appropriately convenient and secure location. Details of the Council's preferred cycle parking can be found in CPG7.
Highways
The works may result in damage to the footways surrounding the site. As such, it is recommended that a financial contribution towards the repaving of the footway adjoining the site on Bayham Street, following the completion of construction works, is secured via a S106 agreement. Without this the proposed works are likely to damage the footway adjacent to the site which would have an adverse impact on the highway network to the detriment of pedestrians and contrary to the NPPF.
Servicing
The existing restaurant is presumably serviced from the existing crossover. Given the scale of the development, and the needs of the restaurant and residential occupants, it may be considered appropriate to convert an area to the front of the site to an on-street pay and display parking bay or a loading bay. The cost of the conversion would be covered by the Applicant and secured via s106. Given the location of the site a servicing management plan for the restaurant is considered necessary to avoid impacts to the highways network.
Construction
Given the location of the site on a busy section of Bayham Street and the scale of the works the proposal is likely to result in detrimental impacts on the highway network during construction. As such a Construction Management Plan is considered to be necessary and will be secured via s106 legal agreement.

Waste
The proposal includes a waste storage area in the side setback area. The space allocated appears to be adequate for the density proposed and in a convenient location both for residents and collection. Section 10 (Waste) of Camden Planning Guidance 1 (Design) provides more information on the size and location requirements for waste storage areas.

Sustainability
LDF Policy DP22 requires new build housing to meet Code for Sustainable Homes Level 4. As part of your application you should submit a pre-assessment to demonstrate the development has the potential to meet this requirement. Post completion testing will be secured via s106 legal agreement in order to ensure that the appropriate level of sustainability is achieved.
In line with CS13 and Camden Planning Guidance 3 (Sustainability) developments involving 5 or more dwellings are required to submit an energy statement which demonstrates how carbon dioxide emissions will be reduced in line with the energy hierarchy. See Chapters 2-6 of CPG 3 for further details and GLA guidance on planning energy assessments.
It is noted that the proposal includes a green roof, which is considered to be a positive element. Further guidance on green and brown roofs can be found in CPG 3.

Other Matters

Restaurant use

It is noted that the proposal intends to re-provide the ground floor restaurant. The drawings provide no details of ventilation equipment. These elements should be included in the design stage so they are properly integrated into the proposal. Further information in relation to plant and machinery please refer to DP28 – Noise and Vibration.

Basement

A Basement Impact Assessment (BIA) will be required for the proposed excavation. The details for what should be included in a BIA are included in Camden Planning Guidance 4 – Basement and Lightwells. A BIA is required to ensure that all relevant site constraints are considered prior to excavation. Due to the proximity of the site to an underground rail line it is important that the BIA considers the potential impacts on the rail line. The application will be referred to Transport for London for consultation. Please note that we may require a third party independent verification of the BIA at your expense.

Contamination

Please note that the site is located in an area identified as being subject to contaminated land. As such it may be considered necessary to require testing and/or remediation prior to construction.

Planning Obligations

A S106 legal agreement will be required for the proposed development. The terms will likely include, but are not limited to the following: car-free development; contributions to open space, educational facilities, and/or highways improvements; sustainability measures; and construction management plan.

CIL

Please note that the net additional floor space proposed would be liable to the Mayor's Community Infrastructure Levy (CIL). The contribution for developments within Camden is set at £50 per square metre.

Conclusion

The principle of redevelopment of the site is likely to be considered acceptable. However, significant concern is raised with the mix of units proposed and the impact of the proposal on the setting of the attached building to the north."

The final letter was carefully reviewed and further amendments have been made to the scheme submitted through this application as follow and as illustrated in the next sections of this document and submitted drawings/reports:

1. Omitted 1No unit to provide more (33%) 2 bedroom units (was 3x 1B1P (studio), 3x 1B2P and 1x 2B3P / proposal is now 2x 1B1P(studio), 2x 1B2P, 1x 2B3P and 1x 2B4P) – this is in response to planning comments on "dwelling mix";
2. The above moves density down to 368 U/Ha which is below the maximum 405 U/Ha according to LHDG matrix for PTAL 6 sites where units have less than an average 3 habitable rooms (2 for this scheme) – this is in response to planning comments on "density";
3. Reduced 1B2P areas marginally to provide private amenity space; total provided: 28.15sqm – this is in response to planning comments on "amenity space";
4. The above allows for creation of a lighter transition treatment between 81 and 83 – this is in response to planning comments on "design - height&bulk and façade design";
5. Windows and elevations details have been progressed further to provide more rhythm between floors and tie up with 83 – this is in response to planning comments on "design "design - façade design";
6. Units layouts have been revised to have more living spaces towards the street and more bedrooms towards the back– this is in response to planning comments on "design - site & layout";
7. "Andy's" signage has been omitted;
8. London Housing Design Guide (LHDG) allows for units entered at 3rd floor and below not to have a lift. Accordingly, on the basis that the upper floor duplex units are entered at 3rd floor, the proposals does not need to allow for a lift but potential for future installation if needs be only.

Further to additional discussions during the planning process, it was decided to omit the construction of the basement, massing of the North-East corner (high level) has been optimised to be subservient to the positive contributor (83 Bayham Street), views out of the amenity space units on this north-east corner have been retrained with translucent etched glazing and details for cycle parking developed further.

Conclusion:

The scheme submitted in this application responds proactively and positively to all points exposed by the constraints and opportunities of the site. The design previously approved through application 2010/3213/P was generating a subdued traditional solution with a like-for-like commercial space and 7 No small residential units with no amenity space. The proposals developed with LB Camden planning department now offers what the client and design team aimed for in the first place: an exciting modern solution nearly doubling the area of commercial space and providing high quality residential units including for a generous mix of accommodation and amenity space.

EXISTING

UNITS	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
residential (RU)				1			
commercial						1	
total	0	0	0	1	1	1	2

HAB. ROOMS (HR)	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
private				4	4		
total	0	0	0	4	4	n/a	4

CAR PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total	
private								
commercial						0		
total	0	0	0	0	0	0	0	car free

CYCLE PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
private							
commercial						0	
total	0	0	0	0	0	0	0

SITE AREA	0.0163 Ha
DENSITY	61 RU/Ha
	245 HR/Ha

AREAS (sqm)	Resi. NSA	Comm. GIA	Building GIA	Terrace	Type
Commercial unit		86.05		24.05	
Flat 1 (2b4p)	74.15				
Ground			96.95		
First			88.15		
total	74.15	86.05	185.10	24.05	

Note: NSA = Net Sale Area / GIA = Gross Internal Area / LTH = Lifetime Home

AS PREVIOUSLY APPROVED (2007/2944/P)

UNITS	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
residential (RU)	4	2	1				
commercial							
total	4	2					

HAB. ROOMS (HR)	1b1p	1b2p	2b3p
private	4	4	
total	4	4	

CAR PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total	
private	0	0	0	0				
commercial						0		car free
total	0	0	0	0	0	0	0	scheme

CYCLE PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
private	2	2	2	0	6		
commercial						0	
total	2	2	2	0	6	0	6

SITE AREA	0.0163 Ha
DENSITY	429 RU/Ha
	675 HR/Ha

AREAS (sqm)	Resi. NSA	Comm. GIA	Building GIA	Terrace	Type
Commercial unit		88.25		24.05	
Flat A (1b2p)	51.27				LTH
Flat B (1b2p)	50.09				LTH
Flat C (1b1p)	32.04				LTH
Flat D (1b1p)	32.02				LTH
Flat E (1b1p)	32.00				LTH
Flat F (1b1p)	34.08				LTH
Flat G (2b3p)	61.39				LTH
Ground			105.75		
First			117.60		
Second			112.60		
Third			112.60		
total	292.89	88.25	448.55	24.05	

PROPOSALS

UNITS	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
residential (RU)	2	2	1	1			
commercial						1	
total	2	2	1	1	6	1	7

HAB. ROOMS (HR)	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
private	2	4	3	3	12		
total	2	4	3	3	12	n/a	12

CAR PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total	
private	0	0	0	0				
commercial						0		car free
total	0	0	0	0	0	0	0	scheme

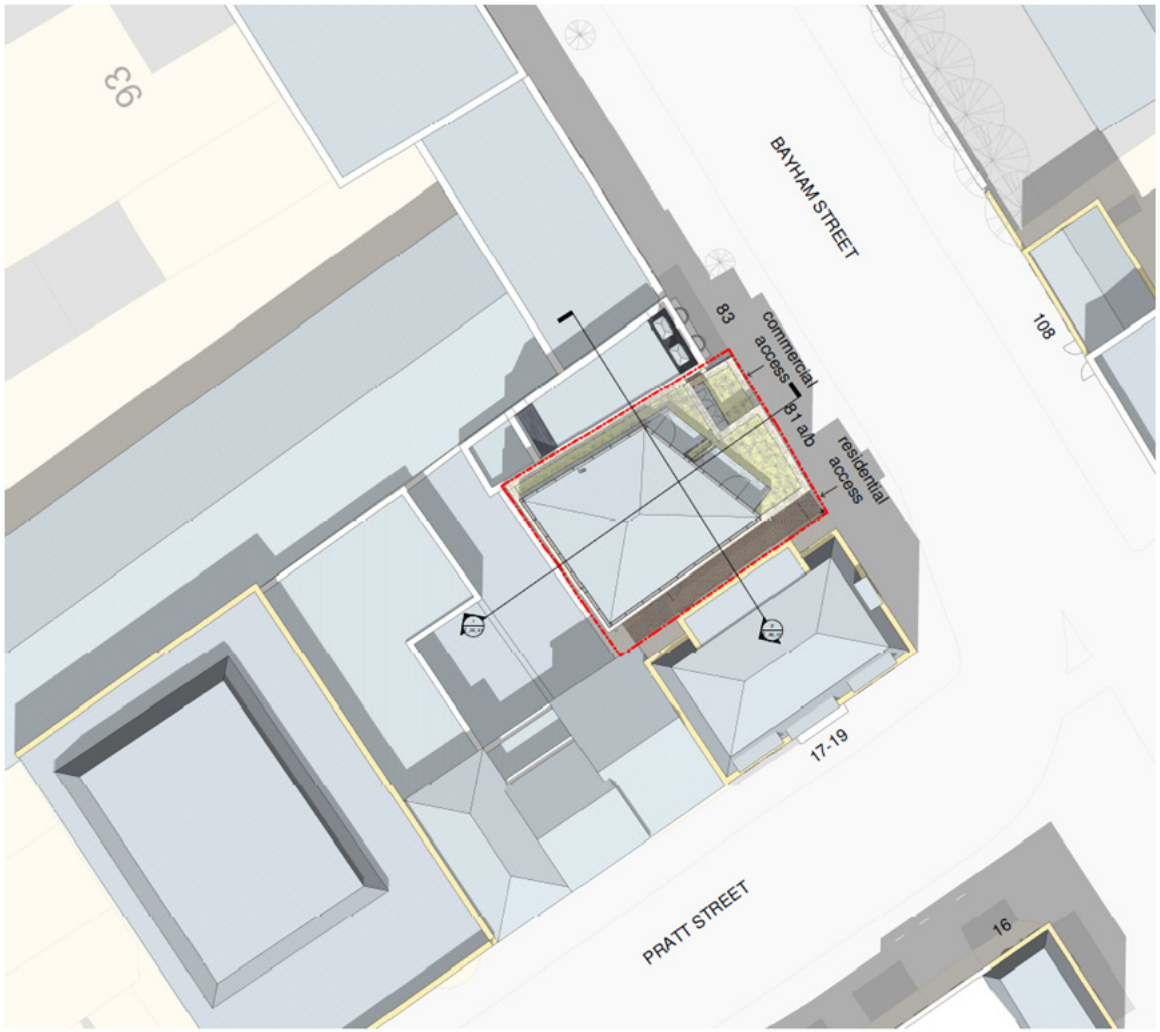
CYCLE PARKING	1b1p	1b2p	2b3p	2b4p	residential	commercial	total
private	2	2	2	2	8		
commercial						1	
total	2	2	2	2	8	1	9

SITE AREA	0.0163 Ha
DENSITY	368 RU/Ha
	736 HR/Ha

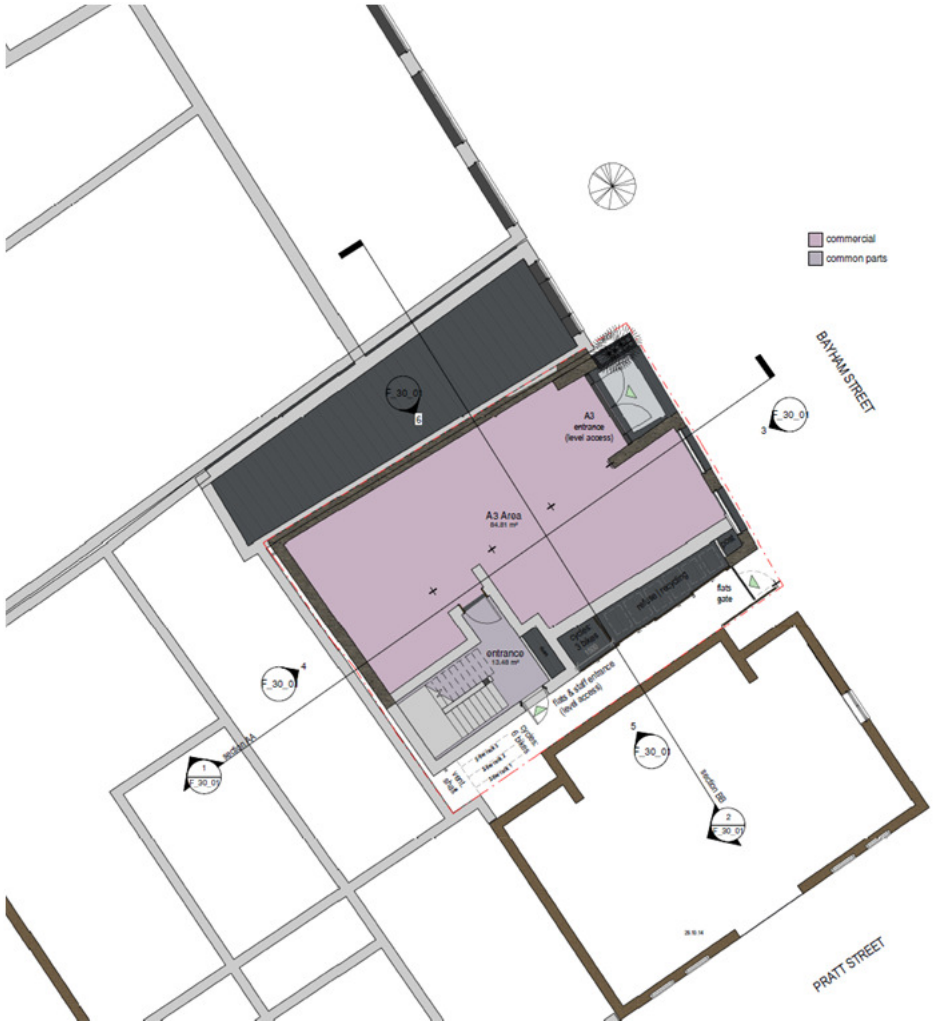
AREAS (sqm)	Resi. NSA	Comm. GIA	Building GIA	Private amenity	Type
Commercial unit		84.80		0	Part M
Flat 1 (1b2p)	53.55			5	LTH
Flat 2 (1b1p)	37.45			0	LTH
Flat 3 (1b2p)	53.55			5	LTH
Flat 4 (1b1p)	37.45			0	LTH
Flat 5 (2b4p)	83.60			7	LTH
Flat 6 (2b3p)	73.85			6	LTH
Ground			113.30		
First			112.50		
Second			112.50		
Third			111.30		
Penhouse level			71.25		
total	339.45	84.80	520.85	23.00	

The tables above compare the existing site with the previously approved scheme (2007/2944/P) and proposals for this application. The proposals generate 84.8 sqm of commercial space (A3) on ground floor and 6No residential units over three upper floors plus recessed penthouse level including 2No 1 bedroom 1 person units, 2No 1 bedroom 2 persons units, a 2 bedroom 3 persons duplex unit and a 2 bedroom 4 persons unit. Areas for each units have been allocated as to better the LHDG requirements. 23.0 sqm of private amenity space are created for the residential.

The scheme is car free and provides 9 cycle bays including 8 for residential and 1 for the commercial use.



Site plan showing roof level relationship



Site plan showing ground level relationship

The site layout has been carefully developed to implement the following design drivers:

- Alignment of Bayham Street elevation with corner block 17-19 Bayham Street bearing in mind that the new building will sit at an appropriate distance from 108 Bayham Street opposite the site,
- Creation of a recess aligned to No 83 Bayham Street providing a transition with the “positive contributor” at ground floor,
- Allowance of a 1.5m minimum “gap” between the back of 17-19 Pratt Street and the new building to minimise impact on sunlight/daylight to 17-19 Pratt Street ‘s residential units while providing for access routes and construction zone for the new building,
- Built-up boundaries to the other areas on the basis the new building will have no detrimental impact onto the surrounding properties to the south-west, west and north,
- Recessed penthouse volume shaped to minimise impact on views from Bayham Street.

existing

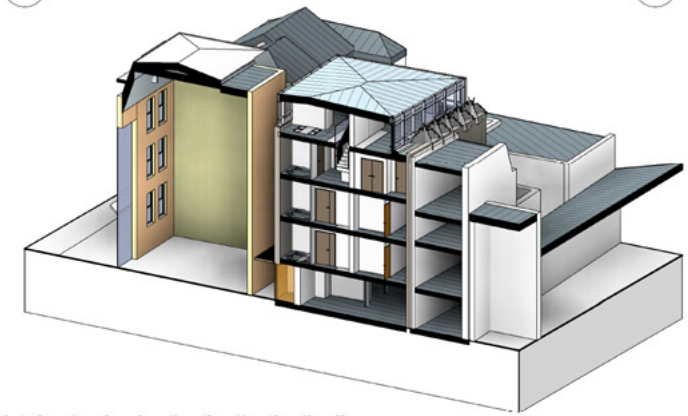
3 elevation plane 1 + 2 + 3

N

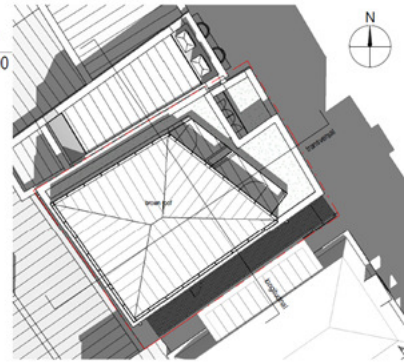
2 elevation plane 1 + 2

1 elevation plane 1

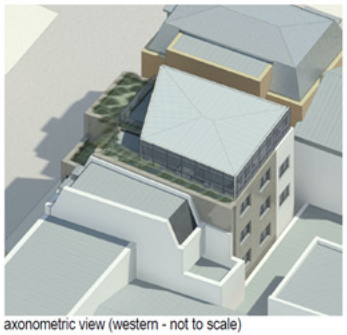
2 longitudinal cut



1 key
1 : 200

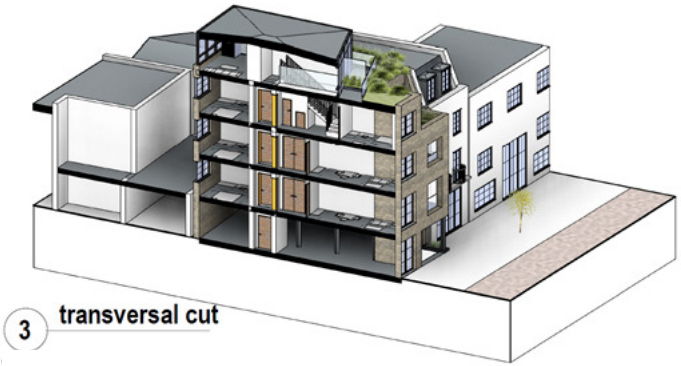


axonometric view (northern - not to scale)



axonometric view (western - not to scale)

3 transversal cut

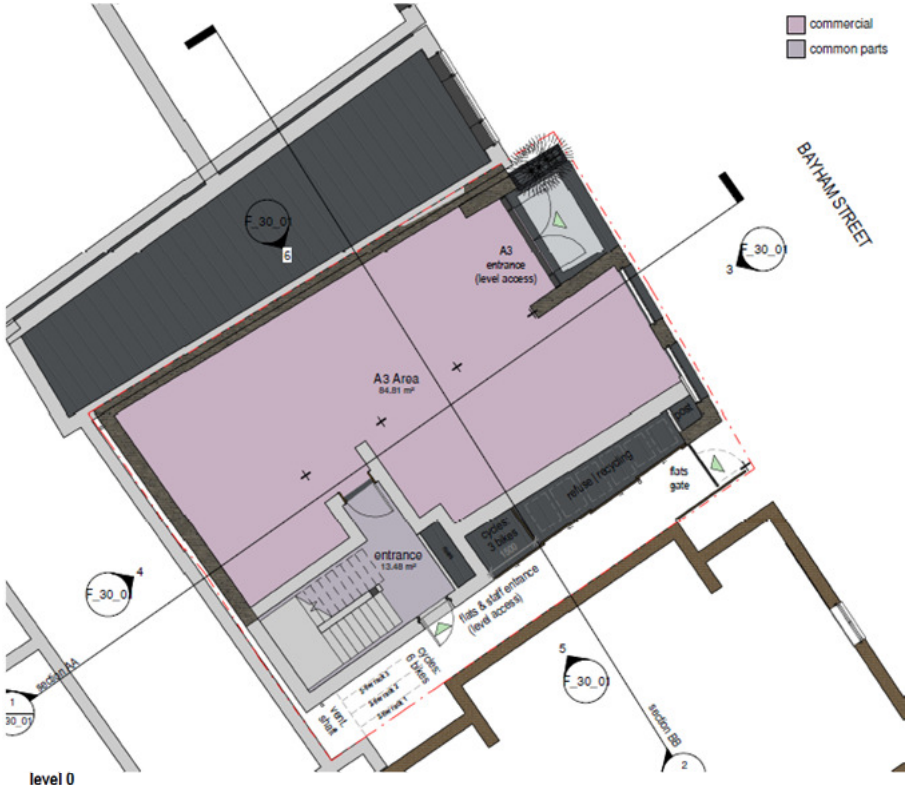


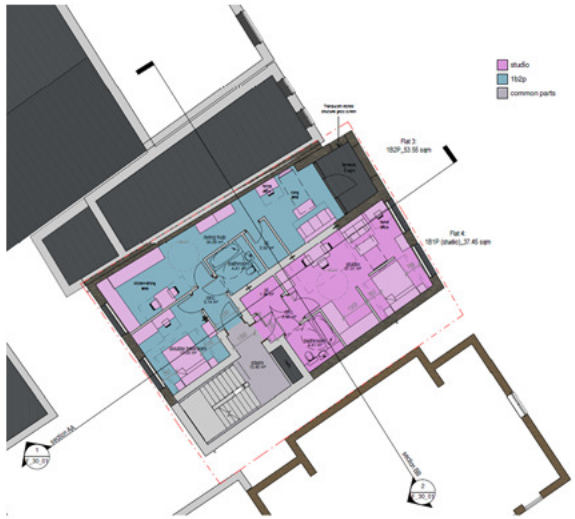
Scale of the proposals is illustrated above. The main conceptual drivers which generated our answer can be summarised as follow:

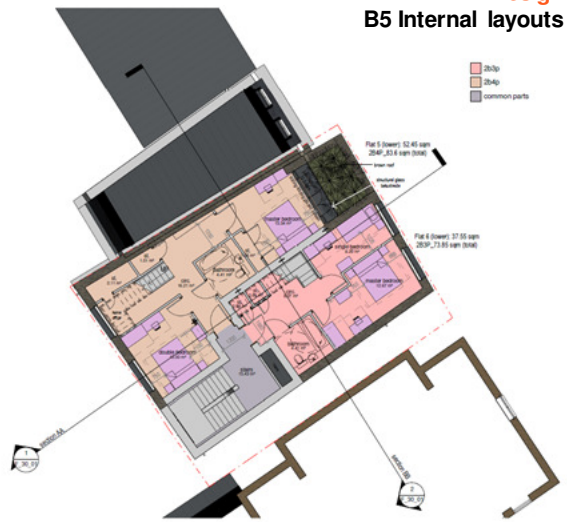
- Main bulk of the building mass replicates the one of the corner block at 17-19 Pratt Street, (refer to plane 1)
- This mass is neatly chiseled along the northern corner to address a need for transition in scale and treatment with No83 Bayham Street and mark-up the entrance to the commercial space (refer to plane 1+2 and axonometric views),
- Recessed glazed penthouse sized to match 17-19 Pratt Street mansard roof and cut away from the northern edge to avoid all competition with No 83 Bayham Street (refer to plane 1+2+3 and axonometric views),
- More regular masses to other elevations matching surrounding buildings,
- The overall sitting perfectly in its context.

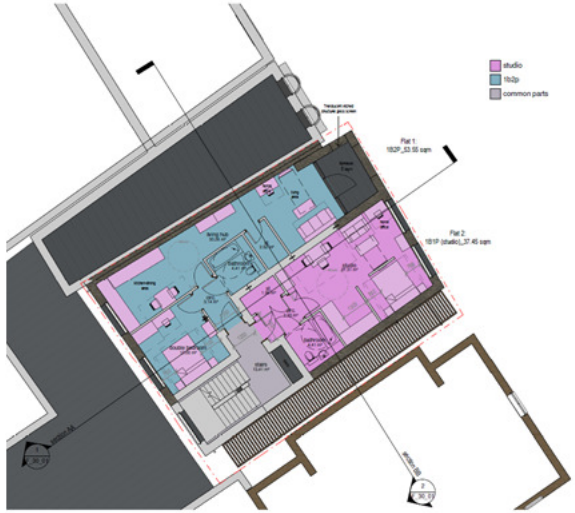
Commercial

Residential



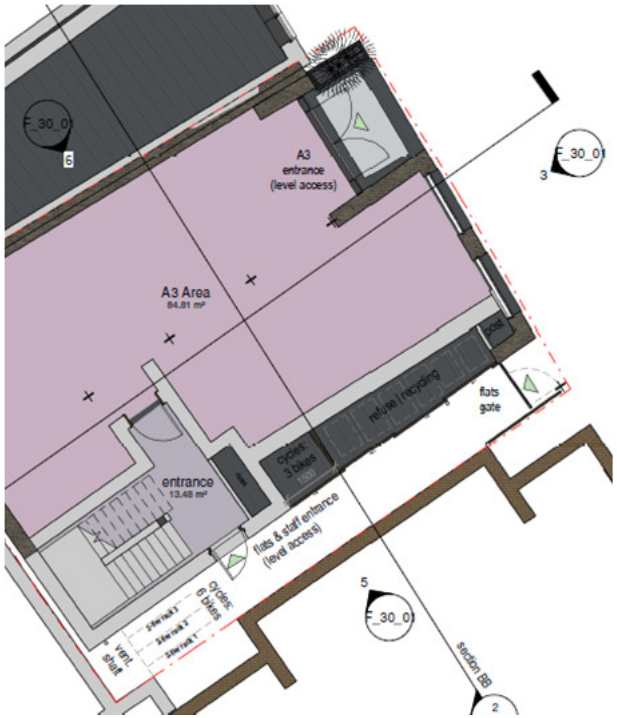






Internal layouts have being organised as to provide a clear, safe segregation between the public commercial area and private amenities. The commercial is directly accessed from Bayham Street's pavement where the scheme addresses No83 Bayham Street streetscape. This is also where the commercial entrance of No 83 is. The private entrance along the side alley between 17-19 Pratt Street and the new building allows access and egress for private use to the commercial area staff and all residential units. The alley also benefits from direct access to recycling, refuse and cycle parking. A secured gate at the entrance of the site assures privacy and avoids unwelcomed intrusions. The layouts are developed around a vertical core located at the southern corner of the development. The commercial area is organised on ground floor only from the street but there is access to the main core to the side for escape, services, staff … Residential units are organised from the first floor up with a 2No 1 bedroom units at each levels 1 and 2 each and 2 bedroom units developed over the third and penthouse levels. All units other than the smallest 1 bedroom ones (1b1p) benefit from double aspect orientation and private amenity space. Living areas have been organised toward towards the most public and noisy area which is Bayham Street, allowing for a good proportion of bedrooms towards the quieter back elevation. Bedrooms which do not benefit from the quieter elevation will be provided with appropriately designed fenestration. The proportion of the rooms, adjacencies, size and arrangement have been established as to generating the best accommodation possible, all of which in accordance with all relevant guidances in place for this area including LHDG.

Ground level



Roof terrace

There is no existing landscape feature. Scope for extensive landscape for this scheme is rather limited but each open area will be detailed in order to match and enhance the quality of the build. Accordingly, the places to carefully consider are:

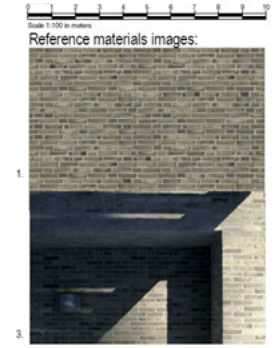
- Commercial entrance recess; we propose to provide a planter to separate 81 and 83 Bayham street (to use same brick as building) and undercroft area leading to the entrance would have paving lights set in a brick on edge frame;
- Residential gate and alley; we propose a neat treatment of porous paving which allow water penetration but ease of cleaning / maintenance generally. The gate to the alley would benefit from a minimalist powdercoated metal fins approach to provide physical protection but allow views in and out while the overall area would be covered with a timber fin canopy (weather proofed above gate access, main entrance and cycle parking sheffield stands) to cut out uncomfortable views upwards. These fins are to be set in hinged frames as to allow access for future maintenance. The space requires a good lighting scheme including for paving uplighters.
- The penhouses' terrace area is to offer timber decking recessed from the building edges with a brown roof treatment. This brown roof will act as SUDS, provide scope for biodiversity as well as creating a soft parapet finish to the main mass of the building (note: level 3 one bedroom two person flat north-east recess is also treated as non-accessible brown-roof).

2 Section BB

View of street frontage
(not to scale)

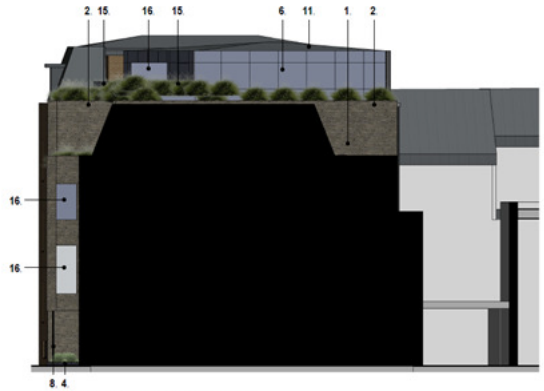
1. Brickwork (flemish bond);
2. Low brick on edge parapet with 25mm RAL 7039 PPC capping;
3. Brick angle with brick soffit;
4. Low brick brick planters (1 course + brick on edge);
5. Brick shadow gap;
6. Frameless curtain walling (with clear and sprandrel glass panels);
7. Thermally brocken metal windows and door
   with 45mm metal cill (RAL 7039) in deep reveal;
8. Cruciform metal column (RAL 7039);
9. Metal gate (RAL 7039);
10. Timber fins canopy with glass sheeting (waterproofing) above entrances and cycle store;
11. Patina zinc standing seam roof;
12. Metal square rain water pipe (RAL 7039);
13. FSC Cumaru timber fencing and sliding doors;
14. White silicon resin through render with 25mm RAL 7039 PPC capping;
15. Recessed structural glass balustrade;
16. Transluscent etched structural glass

3 Front elevation



4 Rear elevation

1 Section AA



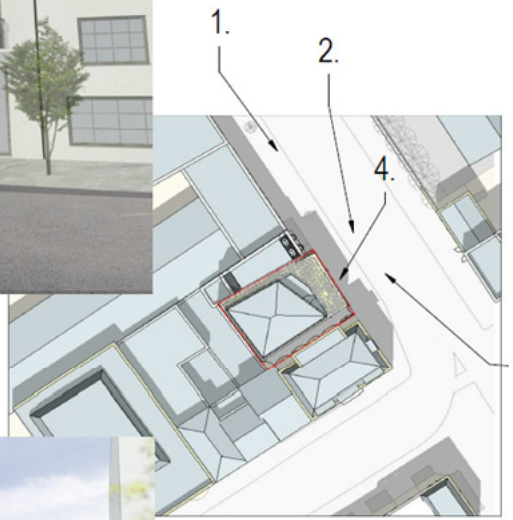
6 Northern side elevation

5 Southern side elevation

The appearance of the scheme is a translation of the architectural concept through layout, scale, internal and external spaces and use of the most appropriate materials as to create a proud identity without being detrimental to its context. The graphics beside show how all elements are brought together including for the type of brick and fenestration. The latter has been developed to generate rhythm and replicate elements of the surrounding but also to ensure there will be no overlooking issues with the existing residents.

view 1.

view 4.



view 2.

view 3.

The artistic views shown beside provide a sense of what type of ambiance the scheme would generate from different approaches towards the site.

C Access & Strategies

C Access & Strategies

C1 Generally

Please refer to Sections A2, B3, B5 and B6 generally which explain the characteristic of the existing and proposed access to and from the site and each units.

In addition, the scheme has been developed alongside the principles of Lifetime Homes and a full audit is provided separately as part of the application reports.

Furthermore, we expect the commercial area to be fully DDA compliant. To do so, we have allowed for level access to the ground floor avec the private commercial stair linking ground and lower ground is to be equipped with a stair lift.

Access to recycling and refuse area is organised as per existing from the area between 17-19 Pratt Street and the new building. From the private gate, the waste team will be able the semi-external lockable store easily. The store has been sized for both recycling and general refuse, the exact detail to be determine with the relevant consultants at post planning stage.

Access to cycle parking area to from the private side alley, adjacent to the private entrance to the building. We propose to provide 9 spaces including 8 for residential and 1 for commercial. The bays are to be covered provided with Josta Stack 2-tiers type system (6 bays) and vertical hanging system (3 bays) for residential and commercial directly off the side access.

C4 Energy and sustainability strategy

Sprunt develop their designs with an holistic approach to sustainability in parallel to the team's strategies for Breeam and Code for Sustainable Homes for optimum results. This approach considers Carbon, People and Ecology with the following in mind:
•respecting the existing vegetal environment;
•exploiting the latest technologies in pre-fabrication to limit transport to and from site;
•orientating the building to avoid overheating;
•maximising natural light and passive ventilation;
•using renewable materials and sustainable specifications such as low energy lighting;
•building highly insulated structures with a high level of passivity to changes of external temperatures and reduce air leakage;
• investigating potential for green roofs for water retention, air treatment, habitat generation, noise and thermal performances.

The design team proposes the following environmental measures:

Climate Change:
•minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems)
•avoiding internal overheating and contributing to the urban heat island effect
•efficient use of natural resources (including water), including making the most of natural systems both within and around buildings
•minimising pollution (including noise, air and urban run-off)
•minimising the generation of waste and maximising reuse or recycling
•avoiding impacts from natural hazards (including flooding)
•ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions
•securing sustainable procurement of materials, using local supplies where feasible, and
•promoting and protecting biodiversity and green infrastructure.

Energy:
•Develop strategies with energy consultants which are optimised for each project. Size and use of each development will have a different bespoke solution allowing
•Adopt a "Fabric First" approach (high level insulation and air tightness mainly) to minimise energy needs and therefore avoid too much reliance reliance on add-on technologies
•Allow for rewable energy generation from Photovoltaics (PV's) for example. Photovoltaics (PV's) is a method of generating electrical power by converting solar radiation into direct current electricity using semiconductors that exhibit the photovoltaic effect. A number of other technologies are available to develop renewable energy solutions but it seems photovoltaics are best suited for 81 Bayham Street
•Natural ventilation to be provided, via suitably-sized openable windows and/or wind-catchers

Waste:
•To ensure the building materials that will be specified have the lowest environmental impact in their life cycle. All major building elements (external wall, roof, windows, upper floor slab, internal partitions and floor finishes) will be required to achieve a BRE Green Guide to Specification rating of A / A+. For each of the major building elements, the Green Guide to Specification provides a rating of A+ to E for most of the construction types commonly used within each building element. By specifying A to A+ rated construction techniques, the majority of the building will constitute materials with a low environmental impact over the life cycle of the building.

Transport:
•Provide info/routes/maps etc. on all public transport nodes
•Provide similar info for all local amenities

The design team will meet with the local DOCO team following planning determination to review details of all appriate strategies from this type of development.

In the mean time, the following has been allowed:

- Communal gate to be lockable with automatic dead-locking mortice latch and seen through;
- Allowance for CCTV and access control from all access points;
- Window restrictors in the ground floor windows;
- PAS 24 certificate for accessible doors and windows or STS 201 for doors and STS 204 for windows;
- Community doors to have security standard certificate LPS 1175 SR2 or STS 202 BR2;
- Laminated glass BS EN 356 class P1A to be installed on all ground floor glazed areas;
- Products to have BS British Standard third-party certification;
- a secure external letter box or delivery 'through the wall' into a secure area;
- Metres to be located in communal areas;
- External lighting to provide sense of security and allow facial recognition via CCTV;

The scheme has been developed with maintenance & cleaning in mind.

The main approach is to provide structures and materials which will last and therefore minimise the requirement for regular maintenance.

We are also aiming at providing materials which are easily removable when replacement is required.

Further to the above, materials used and replacement materials have to be safe for construction and maintenance teams such as low-VOC finishes and elements which can be broken into smaller components including mechanical plants.

Finally, access for cleaning and maintenance is facilitated by:
• Tilt-turn windows opening inwards for easy cleaning from the inside of the units and common parts,
• large glazed elements can be cleaned from the outside terraces and balconies with a squeegee mounted on short arm except for,
• glazed areas easily accessible provision to be cleaned from the ground with a pure water pole system,
•Access to the roof complies with standard practice involving a roof hatch equipped with pull-down retractable ladder and mansafe system.

Landscape materials are robust and planting selection is based on ease of access and maintenance.