

# Design & Access Statement

to accompany

Planning Submission

For a Residential Development

at

Land Adjacent to 35 York Way  
Camden  
London  
N7 9QF

for

The Prosperity Group  
Sept 2015

Prepared by:  
Box Architects (Yorkshire) Ltd

Regents Place  
338 Euston Road  
London  
NW1 3BT  
Tel: 020 739 61090

The 11<sup>th</sup> Floor  
1 City Square  
Leeds  
LS1 2ES  
Tel: 0113 244 11 33



## Contents

- 1.0 Introduction
- 2.0 Site & Context
- 3.0 Use & Amount
- 4.0 Access, Siting & Massing
- 5.0 Appearance & Design
- 6.0 Layout
- 7.0 Heritage & Conservation
- 8.0 Sustainable design
- 9.0 Conclusion

## 1.0 Introduction

This statement is submitted on behalf of The Prosperity Group in support of their planning application submission for a proposed residential development at York Way Camden, London.

This statement is to be read in conjunction with the following documentation:

Box Architects drawings numbered:

(03) 10 - Site and Location Plan

(03) 11 – Existing Site Sections

(03) 12 Rev A – Proposed Plans - Site, Ground and First

(03) 13 Rev A - Proposed Plans -Second & Third

(03) 14 Rev A - Proposed Sections

(03) 15 Rev A - Proposed East Elevations

(03) 16 Rev A – Proposed West Elevation

(03) 17 Rev A – Proposed North Elevation

(03) 18 Rev A – Proposed South Elevation

(03) 19 Rev A – Proposed Visual from York Way

(03) 20 Rev A – Proposed Visual from Marquis Road

The purpose of this statement is to communicate to the Local Planning Authority and other interested parties the design principles and the contextual response of the proposed residential development.

## 2.0 The Site & Context

The application site currently contains existing single storey garages with a walled site frontage onto York Way and a smaller vehicular access onto Marquis Road in Camden.



Figure 1: Site Location Plan  
Not to Scale

Situated within the Camden Square Conservation area the site is neighboured to the North by traditional 2 storey houses with basements to Marquis Road (Character Area 4) and a 3 storey terrace to York Way with simple detailing and parapet roofs designated within Character Area 3c. The York Road houses and Marquis Road properties provide a positive contribution to the character and appearance of the conservation area.

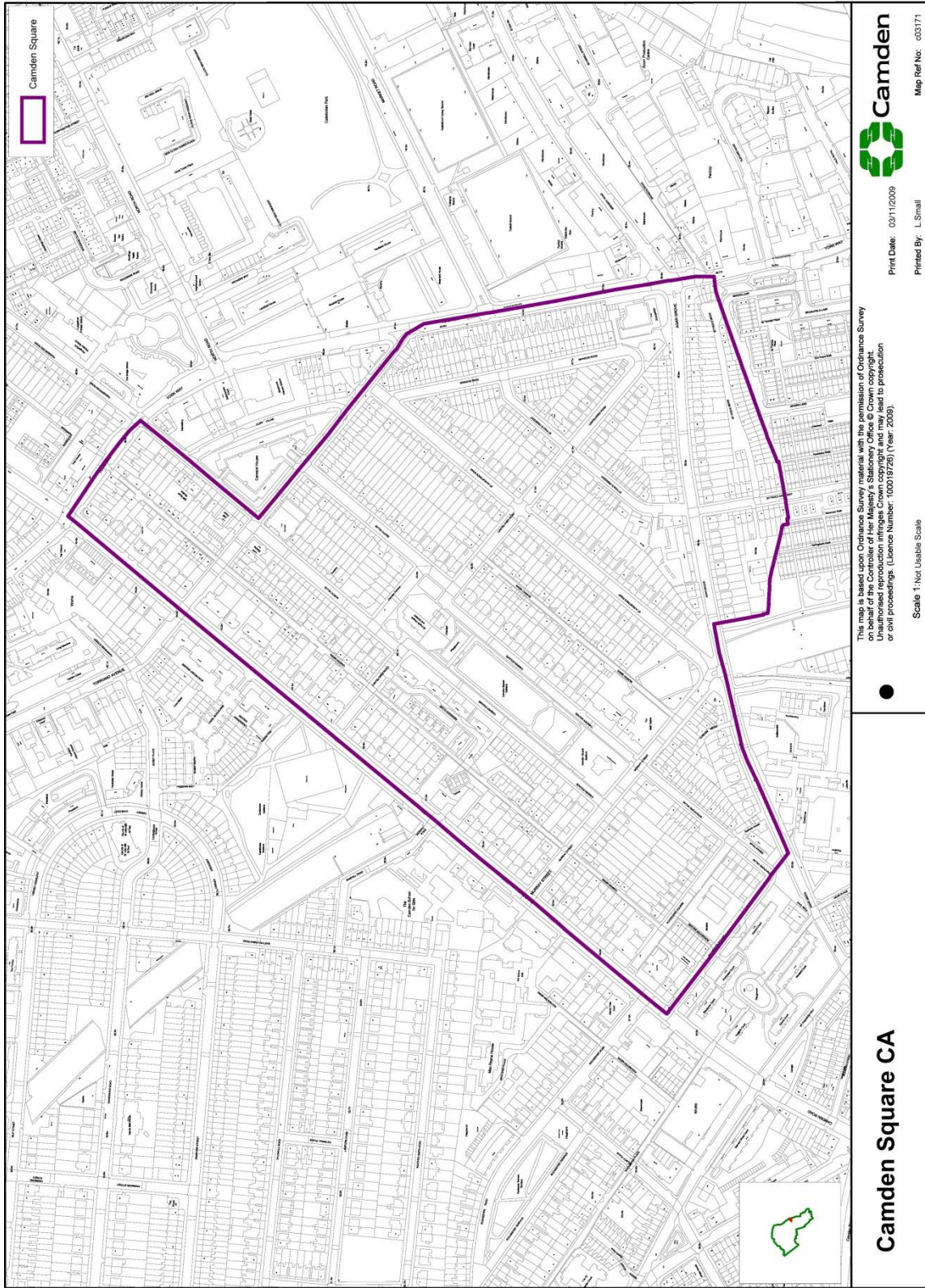


Figure 2: Camden Square Conversation Area

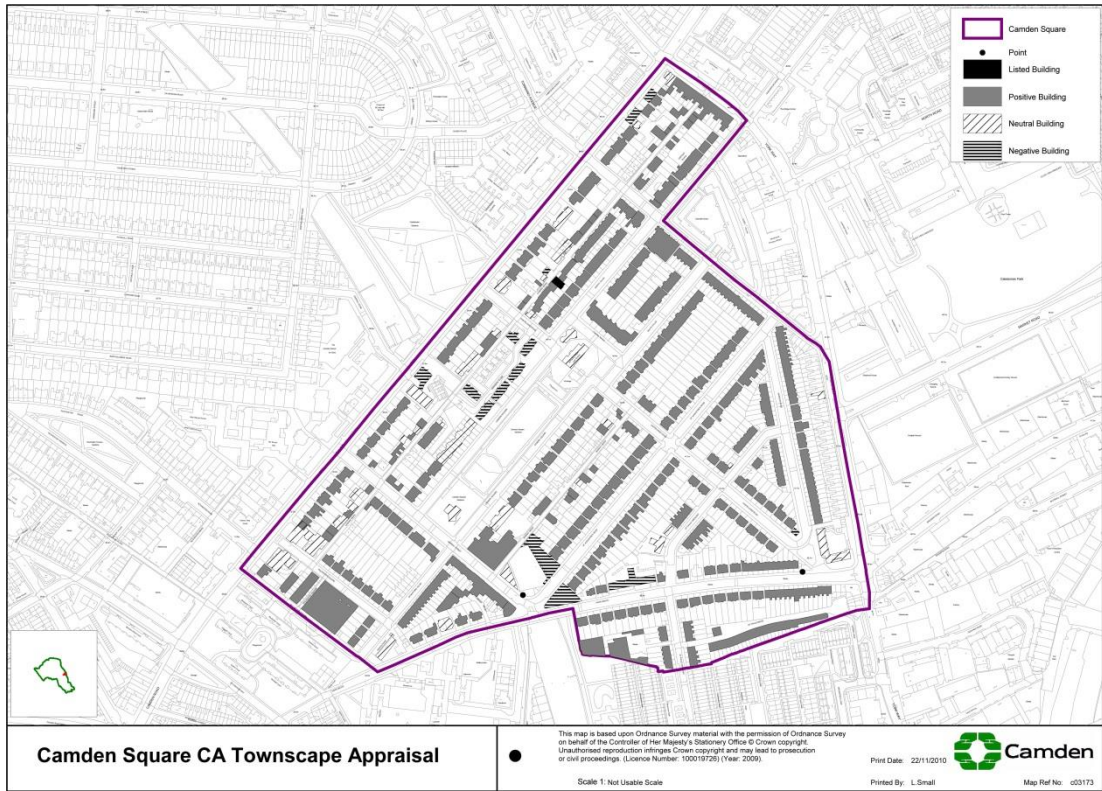


Figure 3: Camden Square Conservation Area Townscape Appraisal

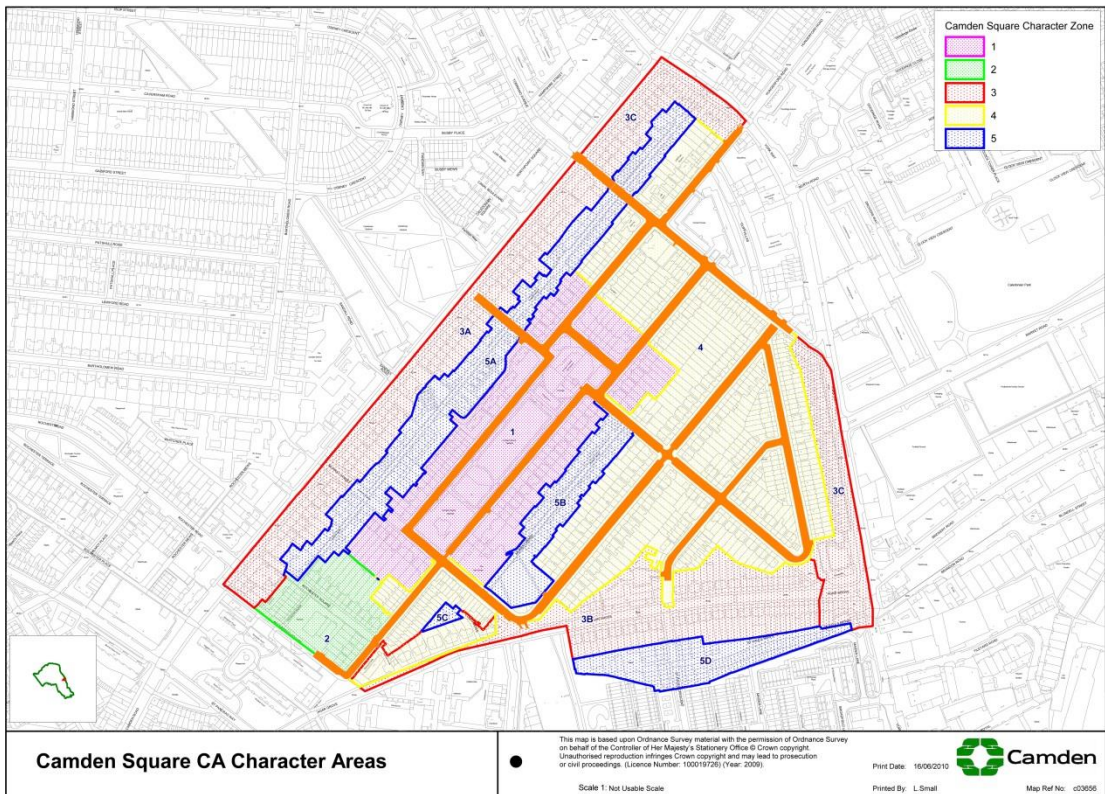


Figure 4: Camden Square Conservation Area Character Areas

To the south of the site is Grangefield flats, a 4 storey 20th century L shaped apartment block with internal garden space, the building and the garages contained within the application site are designated as providing a neutral contribution to the significance of the conservation area.

The area to the east of York Way is characterised with numerous commercial and light industrial buildings whilst the western and southern retain residential use in keeping with the conservation area.



Figure 5: Entrance to site from Marquis Road



Figure 6: View from York Way into site



Figure 7: Aerial view of the site from the South

### 3.0 Use & Amount

The Planning Statement prepared by Nexus Planning summarises the acceptability of residential use for the site in relation to current planning policy. With the acceptability of residential use established the proposals include 7 no apartments with a mix of 4no 2 bed and 3 no 3 bed apartments with internal areas and amenity spaces in accordance with the minimum areas specified in section 4 of Camden Planning Guidance 2 Housing.

The apartment sizes and the provision of 2 and 3 bedroom apartments in particular have been provided to meet the requirements of the Dwelling Size Priority Table under Policy DP5 which states that 2 bedroom properties are a very high priority and 3 bedroom dwellings a medium priority, 1 bedroom apartments have not been provided as these are described as a low priority.

### 4.0 Access, Siting & Massing

The massing of the building has been informed by the sunlight / daylight constraints of the neighbouring properties as well as the protection of amenity of these properties.

As outlined within the design element of this statement whilst the ownership constraints of the site eliminate the opportunity to provide a continuation of the historic building line to York Way; the site boundary currently steps back from the frontage; the proposed building has been designed to reflect the height and mass of the terrace thus repairing the current inappropriate termination of the York Way streetscape.



The building massing has been carefully designed to then step down to the west and north from the 4 storeys contained within the York Way frontage from 3 to 2 to a single storey element directly adjacent to the rear of the adjacent York Way terrace to allow daylight to the adjacent properties whilst protecting their amenity. Please see the detailed Sunlight / daylight report prepared by Syntegra Consulting to support the designed massing.



Figure 8: Proposed Site Sections, not to scale

Private amenity terraces have been created by the form of the building footprint creating secluded private external spaces whilst the stepping of the building form allows the introduction of roof top terraces providing further private amenity spaces.

The building is approached and accessed from Marquis Road and the building entrance & signage has been designed to be visible from this approach view, set against the single storey rendered building element, the mass of the building creating a covered access into the building.

The building is accessed via secure gates onto a dedicated private footpath approach which passes through an attractive landscaped amenity space providing both a welcoming approach and the opportunity to create a defensible space for the residents. Whilst the adjacent terraces

are accessed from York Way the lack of defensible space in front of the proposed site and the potential for the creation of such an attractive and secure access from Marquis Road dictates that an access from Marquis Road would be preferable for future residents.



Figure 9: Proposed Site Plan and Ground Floor Plan, not to scale

The scheme has been designed as a car free development in line with development policy DP18 and secure cycle storage will be provided within the secure amenity space in line with TFL's standards ie 1 space per 2 bed apartment and 2 spaces per 3 bed apartment, therefore 10 spaces in total.

Dedicated bin stores will also be provided within screened storage areas within the amenity space of the development within easy access of the apartment entrance.

## 5.0 Appearance & Design

The building has been designed to repair the "hole" in the streetscape at the end of a continuous terrace along York Way currently occupied by a set of single storey garages. Whilst the ownership constraints of the site eliminates the opportunity to provide a continuation of the historic building line; the site boundary currently steps back from the frontage; the proposed building has been designed to reflect the height and mass of the terrace. The parapet frontage

and building depth to the southern elevation have also been designed match the dimensions of the terrace.

The York Way elevation has been split vertically into 3 identifiable elements to reflect the vertical sub division of the adjacent terrace properties whilst the vertical proportions of the windows has also been designed to reflect those of the adjacent terrace. As the proposed building steps back from the line of the existing terrace frontage this allows the elevational design to become a contemporary abstraction of the terrace and whilst the window proportions match the terrace the composition and vertical alignment of the windows has become abstracted to reflect the internal spaces within the building. London stock brickwork to reflect the adjacent terrace has been proposed to the York Way “terrace” element with simple contemporary brick detailing included.

Opaque glazed side panels have been added to the fenestration to create a contemporary appearance whilst opaque glass bottom panels have been added to suit the internal requirements. The deeply recessed widow reveals have been lined in aluminium cladding to create further features and articulation of the elevation and create relief and visual interest from the oblique view of the building from the York way approach to the south.



Figure 10: Visual from York Way

A feature gable vertical slot window has been added to provide articulation of the gable elevation as viewed from south.

As the massing of the building steps down to the west of the site the stepped elements have been articulated in both form and materials to create clearly defined elements. The rear element yellow London stock brick whilst the transitional element is clad in zinc standing seam cladding, a material with its subtle patination is respectful of the conservation status of the area. The single storey ground floor receives a light render finish to act as a visual identification of the entrance from Marquis Road whilst also maximising the reflection of natural light within the external terrace area of the adjacent apartment.



Figure 11: Visual from Marquis Road

Larger glazed openings have been provided to ground floor terraces, upper floor Juliet balconies and upper roof terraces to take advantage of available aspect and outlook, whilst 1.8 m high obscured glazed balustrading to the roof terraces has been introduced to the western elevation to protect the amenity of the adjacent properties within Grangefield whilst provided further expression of the stepped building form.



Figure 12: Proposed East Elevation



## 6.0 Layout

The building layout has been informed by the sunlight / daylight constraints and the protection of adjacent amenity highlighted earlier in this statement. A single central staircase and lift provides access to the 7 no apartments contained within 4 floors of accommodation. The apartment layouts are dictated by the available aspect and outlook with fenestration positions carefully controlled relative to the adjacent properties. The apartment layouts have been designed to meet the requirements of lifetime homes and a passenger lift has been added to the design since the pre application submission.

At ground floor a 2 bed apartment to the north provides a private terrace and controlled views to the north whilst a 3 bed apartment to the south again provides a private terrace area and controlled views to the north and south with no windows to the western boundary to protect the amenity of Grangefield residents.

The 1st floor layout is similar to that of the ground however the northern elevation has been pulled away from the adjacent York Way property boundary to maintain privacy and meet the right of light criteria.

The 2<sup>nd</sup> floor contains 2 no 2 bed apartments with the western elevation of the building stepping away from the boundary to meet the right of light requirements whilst providing a roof terrace for apartment 6, the terrace utilises a obscured glass privacy screen to ensure the privacy of the Grangefield residents whilst restricting the views from the terrace to the south only.

The 3<sup>rd</sup> floor provides a single 3 bed apartment with the building again stepping on its western elevation to provide a further roof terrace with controlled views.

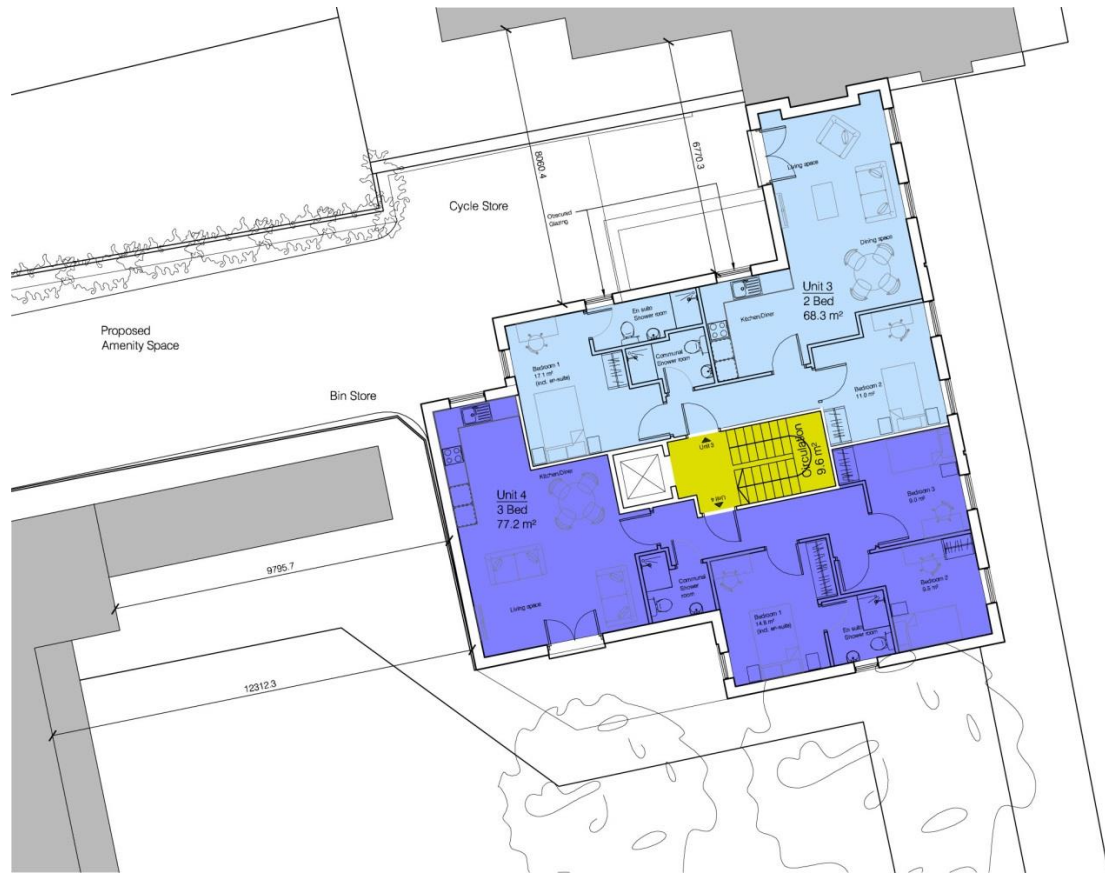


Figure 16: Proposed First Floor Plan, not to scale

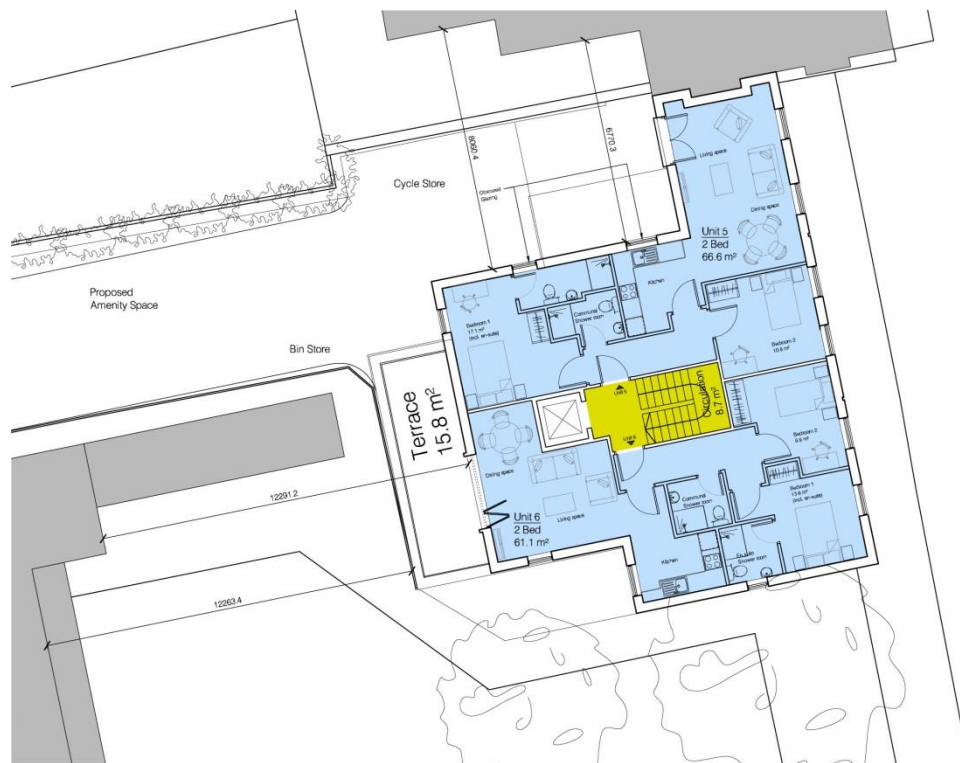


Figure 17: Proposed Second Floor Plan, not to scale



Figure 18: Proposed Third Floor Plan, not to scale

## 7.0 Heritage and Conservation (prepared by Geoff Noble Heritage)

### Context

York Way is an ancient route of at least medieval origins, running between Highgate and St Pancras. It was formerly known as Maiden Lane, before being renamed York Road in the 19<sup>th</sup> century and finally York Way in 1938. The road was only sparsely developed until the Victorian period, when Camden New Town was created after 1849 as an extension of earlier work in Camden Town proper. The villas and terraces that were built at this time form the heart of the Camden Square Conservation Area, first designated in 1974 and extended in 1980 to the west side of York Way, including the site of the proposed development.

A Conservation Area Appraisal (CAA) was prepared in 2011, which defines the significance of the area, analyses its character and includes an audit of heritage assets.

Marquis Road (Character Area 4) is part of a later phase of Camden New Town and was developed after 1860. It is characterised by two storey houses with basements and steps leading to the front doors, with Italianate stucco mouldings providing the architectural detail. Despite erosion of some of this detail (noted in the CAA) it is of clear townscape value.

York Way is in Character Area 3c and is described as follows:



“The terrace from Camden Park Road to Agar Grove contrasts with the rest of the conservation area; it is simple with pared down brick details. The ground floor is only slightly above road level. When built, the houses faced the massive thirty acre Metropolitan Cattle Market, a vast area of cattle pens etc, with associated noxious trades including soap making and bone grinding. Cattle were herded along the road from Kentish Town train depot until the 1930s. Today, the terrace faces light industrial areas and housing estates. There is a dignity in its simplicity, however the houses and their tiny front gardens are in need of repair and refurbishment, along with the removal of satellite dishes and the restoration of joinery. “

Parish plaques on the terrace (dated 1871 and 1874) suggest that it was completed in the early 1870s. Its southern end was destroyed by enemy action in the Second World War and the bomb site was subsequently developed with the Grangefield flats. These are in an L-shaped form, four storeys with deck access at the rear. The flat-roofed garages on the site of the proposed development are likely to date from the same time.

The York Road houses are of group value and make a positive contribution to the character and appearance of the conservation area. The CAA considers that the Grangefield flats, and presumably their garages, only make a “neutral’ contribution to the significance of the area.

The proposed development

The development plot is constrained by the depth of the present-day pavement which denies the possibility of reinstating the former building line of York Way or the creating any defensible space by railings or front gardens.

Redevelopment does however offer the opportunity of putting back a more substantial building that will mediate between the formal repetition of the Victorian terrace and the larger scale Grangefield flats. It will provide some containment for the garden behind the flats without causing any loss of amenity to residents. It also covers up part of the scar in the gable end that resulted from the wartime damage.

The predominant material will be London stock brick, continuing the traditions of the area but employing contemporary detailing and a modulation of window openings and oriels to provide visual richness. Red brick and sheet metal cladding (zinc) will give some additional interest at the rear and articulate the massing of the various elements. These will be most visible from the Grangefield flats and their garden.

The flat roof will be concealed behind a parapet, maintaining the tradition of parapets concealing butterfly roofs on York Way.

Four storeys of accommodation can be achieved without exceeding the heights of the neighbouring buildings. The rear of the building steps down, respecting its neighbours and echoing the traditional pattern of service wings and outshots.

There are no known archaeological sensitivities and we understand that the site is not in an Archaeological Priority Area.

Heritage impact

The proposed development will complement its historic neighbours without resorting to imitation. By healing a longstanding scar in the townscape, the new building will improve the setting of undesignated heritage assets and thereby enhance the appearance of the Camden Square Conservation Area. There will be no loss of significance to the appreciation of the special interest of the Conservation Area. Investment in the area, notwithstanding the temporary disturbance during the construction period, could help to stimulate much-needed improvements to the houses on York Way.

The settings of listed buildings are unaffected by the proposal, as are those of newly listed Camden local list buildings (the two parish boundary plaques on the York Way terrace).

The development, being lower than its neighbours, will not intrude on strategic views from Kenwood or Parliament Hill nor will it affect any noteworthy local views identified in the CAA.

## **8.0 Sustainable Design**

As well as benefitting from a highly sustainable location, close to local amenities and public transport, the proposed development will be designed utilising renewable technologies. PV panels, air source heat pumps, high efficiency boilers, heat exchange ventilation systems and grey water systems will be investigated within the detailed design to provide the following as a minimum:

- A 35% CO2 reduction beyond Part L 2013
- 20% energy reduction through renewable sources
- Water efficiency of 110 litres per person per day.

## **9.0 Conclusion**

The proposed residential development meets the policy requirements of the local authority whilst providing a positive contribution to the character of the conservation area. The development has been designed to complement the historic nature of the conservation area context through the use of contemporary contextual design. The development will improve the setting of the heritage assets through the repair of York Way streetscape

Through detailed consultation with a sunlight/daylight consultant the mass and layout of the proposed building has been carefully designed so as not to have a negative impact on the neighbouring properties and their amenity.