

Design and Access Statement for the Erection of a Bike Store (retrospective)



Design and Access Statement

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1 Introduction

1.1 This Design and Access Statement has been prepared in support of a retrospective planning application for the erection of a bike store for the block of 16 flats to which the store is attached, at 29- 34 Sussex House, Charlton Street, London NW1 1RB.

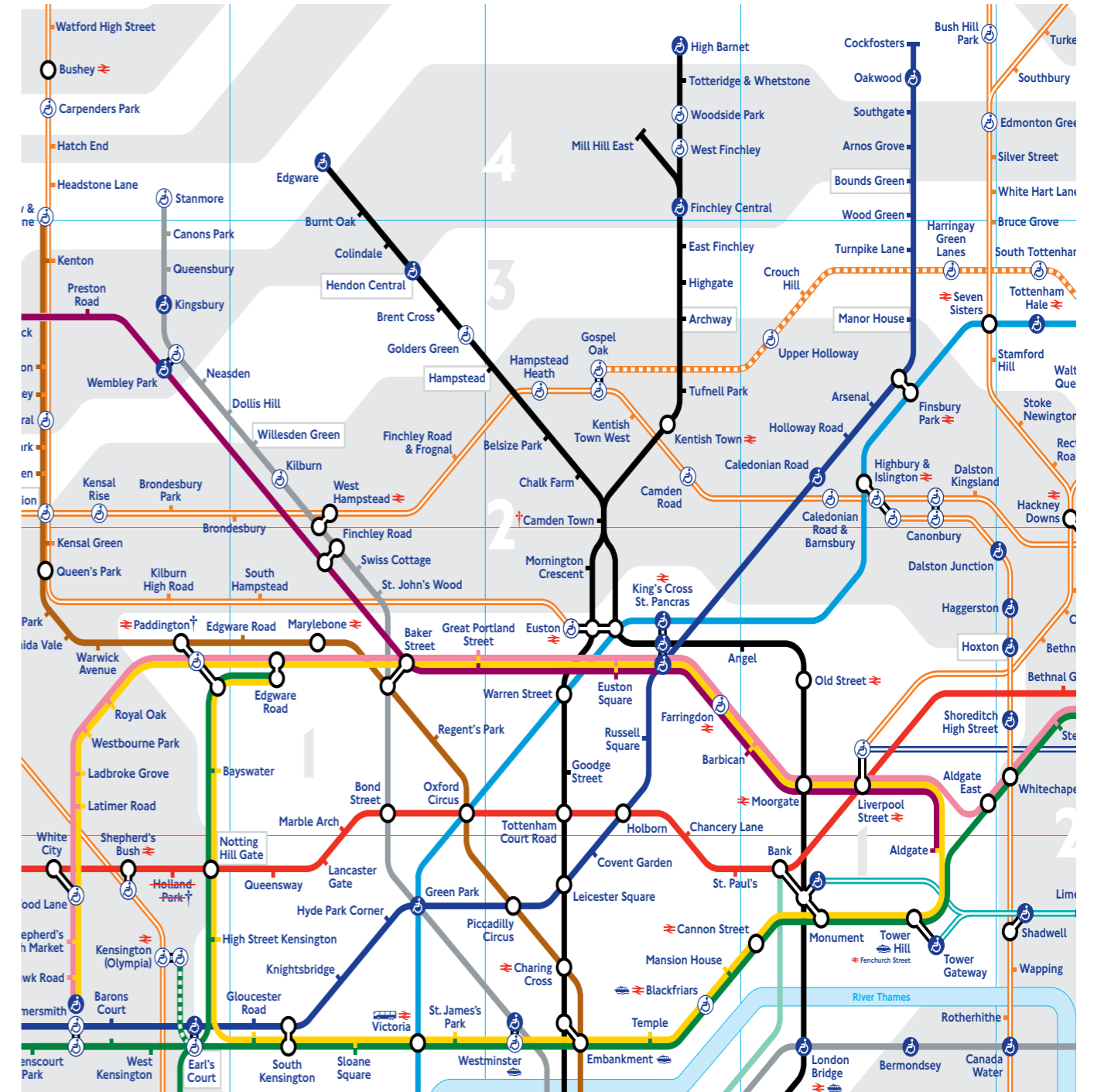
1.2 The application site comprises a block of flats in this unassuming part of North London. The bike store is sited at the rear of the block and is a functional and proportionate addition to the building.

2. The Proposed Development

2.1 The development is for the erection of a bike store (retrospective) for the flats, measuring 5.6m by 3.2m and 4.1m high with a flat roof.



Map from the Train Station to 29-34 Sussex Road



Trein Map

3. The Planning Case

3.1 The application site is located within the built up area of Camden wherein extensions existing buildings are acceptable in principle subject to compliance with the relevant local and national planning policies.

3.2 The bike store represents a minor addition to the dwelling which by virtue of its limited nature and extent has had no adverse impacts upon the character or appearance of the building and by virtue of the siting of the store at the rear of the building, has not impacted upon the street scene.

3.3 The bike store has not had any adverse impacts upon the amenities of the occupiers of the block of flats to which it is attached or the occupiers of the surrounding flats and buildings. As a consequence of the limited size and the siting of the bike store, it has not resulted in any overshadowing impacts or detrimental impacts in terms of loss of outlook or being overbearing.

3.4 Notwithstanding the relatively sustainable location of the site in reasonably close proximity to St Pancras Station and the London Underground network, the provision of the bike store has allowed and promoted an increase in the use of bicycles as a sustainable form of transport for the occupiers of the block of flats. This has had the positive benefit of reducing reliance on the private car in this area where parking is limited.

3.5 It should also be noted that the applicant has created some amenity space for the occupiers of the flats in the provision of the bike store.

4. POLICY CONSIDERATIONS

4.1 With regards to the relevant Camden Development Plan Policies, the development is in full compliance with them. Policy CS11 of the Core Strategy states the Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network. In particular, this will be achieved by continuing to improve facilities and making private transport more sustainable.

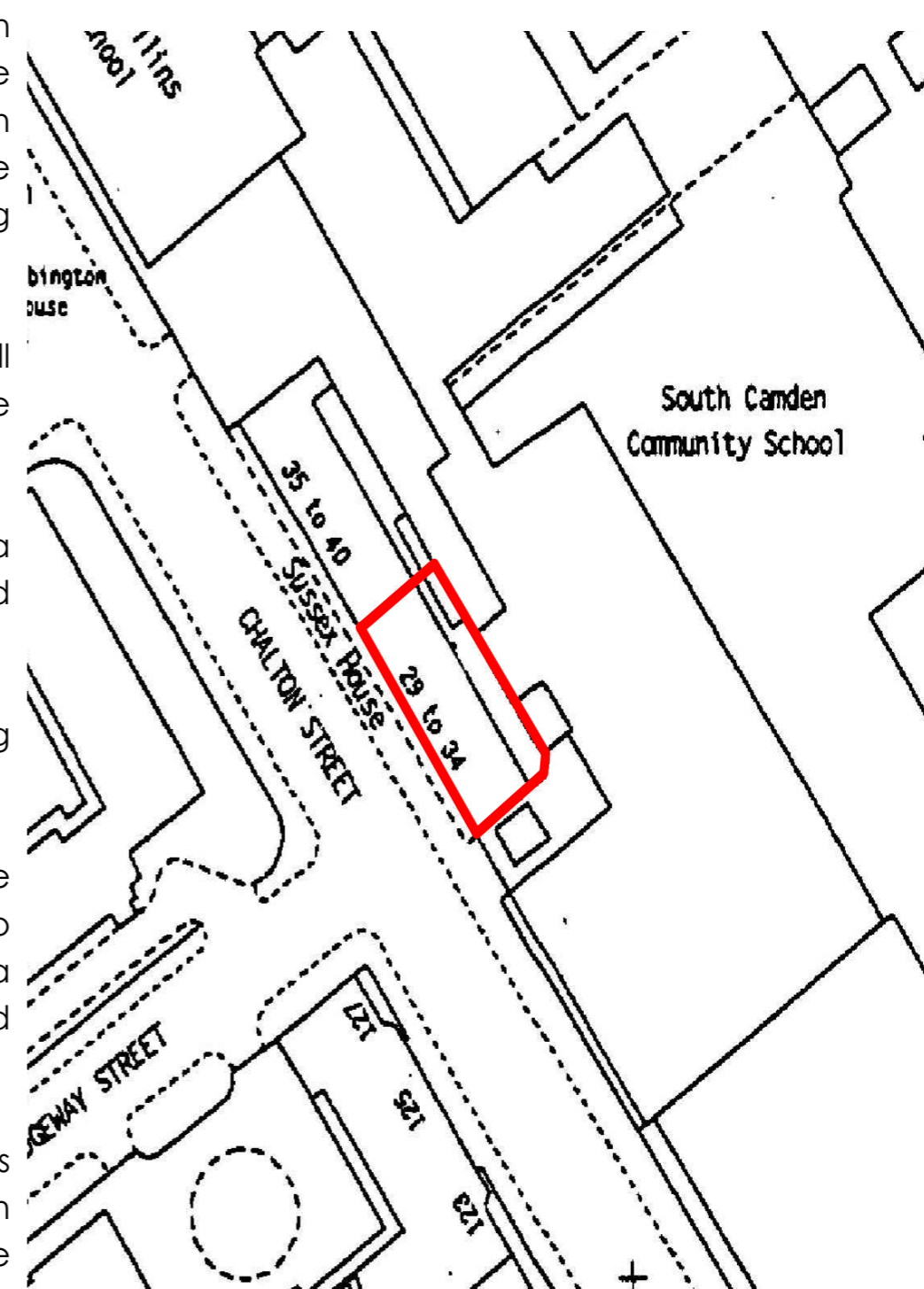
4.2 Policy DP17 of the Camden Development Policies Document states that the Council will promote the walking, cycling and public transport use. Development should make suitable provision for pedestrians and cyclists.

4.3 Policy DP24 of the Development Policies Document requires development to be of a high quality design which relates well to the parent building and respects its character and setting.

4.4 Policy DP26 states that the Council will protect the quality of life of the neighbouring occupiers. Harm to amenity will be avoided.

4.5 With respect to these policies, the development is fully compliant. The provision of the bike store and the bike parking spaces therein have encouraged the residents of the flats to increase their use of bikes as a main means of transport. The development has permitted a significant increase in the use of a sustainable means of transport by the flats' residents and has promoted the use of this means of transport as a viable alternative to the private car.

4.6 Moreover, the bike store is of a suitable quality design which relates well to, and respects the scale and proportions of the, existing building. It has not had an adverse impact upon amenity in any regard. The amenities of the occupiers of the flats within the application site and those of the surrounding residential properties have not been adversely impinged upon.

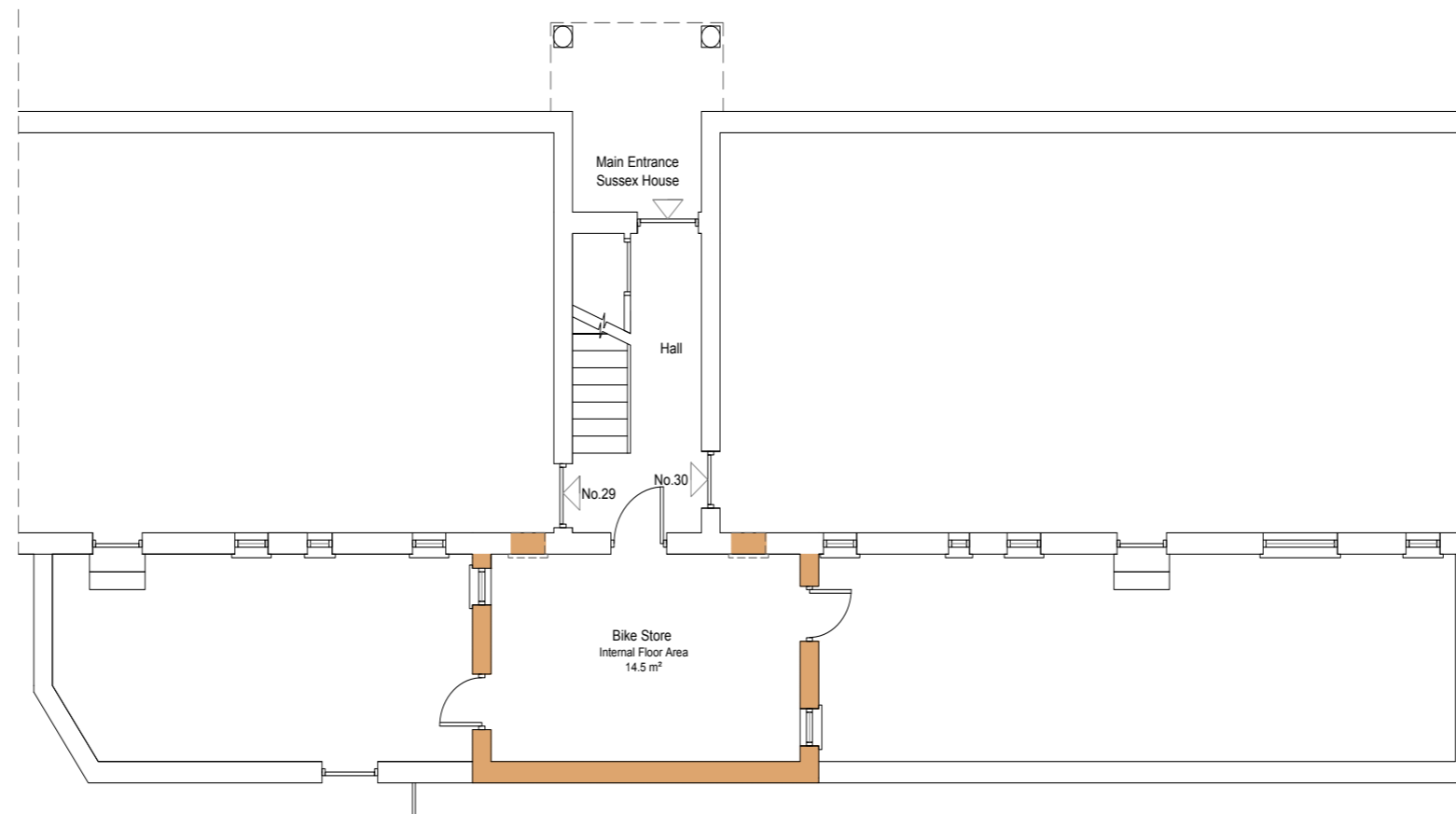


Site Plan

4.7 It is evident therefore that the erection of the bike store is in compliance with the relevant local policies.

4.8 Turning to the National Planning Policy Framework, this document fully promotes sustainable development, which may be seen as a golden thread running through planning. There are three threads to sustainable development, one of which is environmental. Amongst other things, this promotes the use of sustainable means of transport as a means of reducing reliance on the private car and the associated benefits that would arise with regard to reduced carbon emissions and protecting the natural environment. The development the subject of this application is in full compliance with this guidance. As paragraph 14 of the NPPF states, development proposals which accord with the development plan should be approved without delay. The application should therefore be approved.

4.9 Paragraph 197 of the NPPF states that 'In determining planning applications, local authorities should apply the presumption in favour of sustainable development'. The development promotes sustainability – it is a sustainable development. It should therefore be considered favourably by the Council



Ground Floor Plan

5. CONCLUSION

5.1 As has been described and discussed in this Design and Access Statement for the retrospective application for the bike store at 29- 34 Sussex House, Charlton Street, London NW1 1RB, the development has encouraged the use of sustainable means of transport and has not had and will have any adverse impacts upon the amenities of the occupiers of the surrounding properties. The development has therefore had, and will continue to have, an acceptable impact in all regards in full compliance with the relevant Development Plan Policies.