

Design and Access Statement June 2018

128-130 Grafton Road, Kentish Town, NW5 4BA



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1.0 Introduction and Background

1.1 Scope

This Design and Access Statement has been prepared in support of a full planning application for demolition of existing two-storey industrial building, (B8 use) that is comprised of storage on the ground floor and office on the raised ground floor, at 128-130 Grafton Road and erection of a 5-storey (plus basement) mixed-use property comprised of office (B1) and residential (C3) 8 x 2-bed and 1 x 3-bed (penthouse) residential flats.

This statement is to be read in conjunction with the following drawings and supporting documents submitted with the application under reference **PP-07019726** :

1. GA 01_Site Location Plan A3
2. GA 02_Existing Site Plan A1
3. GA 03_Existing Side Elevations A1
4. GA 04_Existing Front and Rear Elevations A1
5. GA 05_Proposed Site Plan A1
6. GA 06_Proposed Plans A1
7. GA 07_Proposed Side Elevations A1
8. GA 08_Proposed Front and Rear Elevations A1
9. GA 09_proposed 3D Perspectives A1

10. Basement Impact Assessment Surface Water: Screening and Scoping
11. Basement Impact Assessment Ground Water: Screening and Scoping
12. Basement Impact Assessment Land Stability: Screening and Scoping
13. BIA Phase 1
14. Environmental statement
15. Energy and Sustainability statement
16. Air Quality Assessment
17. Historical maps - small and large scale

18. Planning Application form
19. CIL form

1.2 Planning History

2017/4293/P - Demolition of existing two-storey industrial building (Class B8) and erection of a 6-storey plus basement, residential building comprising 6 x 2-bed and 3 x 3-bed flats (Class C3). Validated 10/01/2018; Refused 20/04/2018.

APP/X5210/W/18/3200554 - Appeal against non-determination lodged 16/04/2018 and validated 24/04/2018. As of 24/06/2018 the appeal is still awaiting determination.

PEX0200219 - The demolition of the existing building Class B8 (storage) with ancillary B1 (office) building and the construction of new five storey building to provide seven residential units and 5 car parking spaces. Refused 18/06/2002.

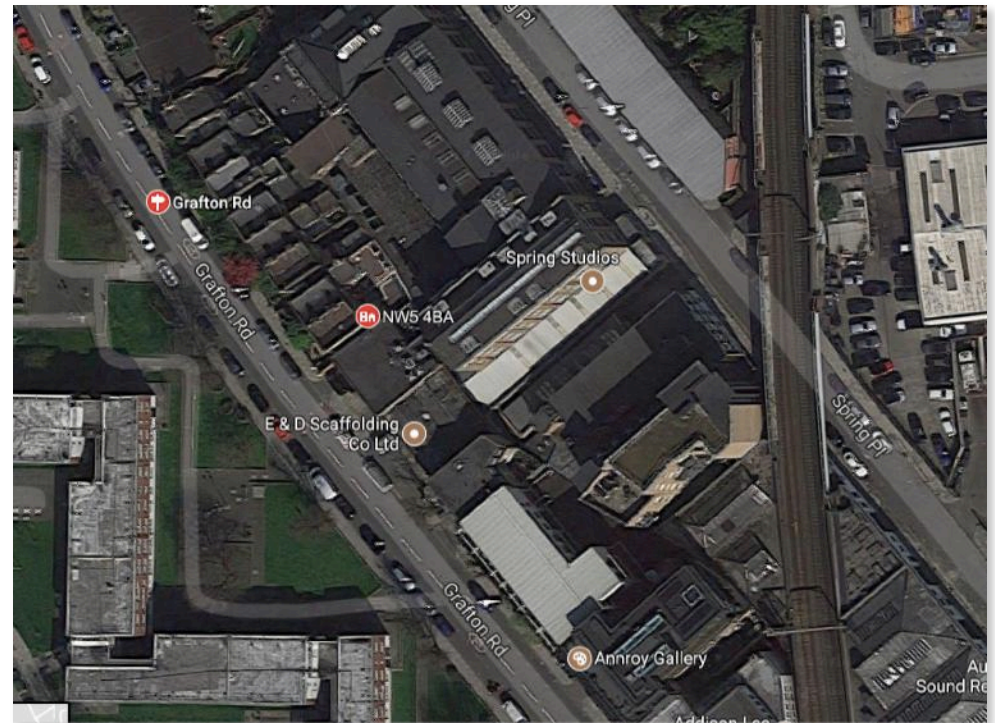
APP/X5210/A/02/1095059 - The refusal of the application was subsequently appealed by the applicant and allowed by the inspector on 04/03/2003.

2.0 Site Location

2.1 Existing Site and Use

The existing property is a two-storey industrial building with forecourt parking. It adjoins a much larger residential scheme on its eastern side (no. 126) which has no windows on the flank elevation overlooking the application site. There is a single-storey industrial building on its western side (132-134) and the properties back onto a significantly larger building fronting Spring Place which is in residential use.

The area is generally of a mixed residential and commercial character. It is also located in a sustainable area being a short walk from Kentish Town West mainline train station as well as Chalk Farm tube station and Kentish Town mainline and tube station.





2.2 Site Photographs

3.0 Context

Similar proposals in the immediate surrounding area have been approved and granted permission:

- ▶ [\(2015/0528/P\)](#) *Erection of 6x mews houses following demolition of existing warehouse building - Granted (Apr 1 2015)*
- ▶ [\(2015/5750/P\)](#) *Demolition of existing lower ground floor rear extension and erection of a three-storey rear extension - Full Planning Permission - Granted (Nov 12 2015)*
- ▶ [\(2014/4270/P\)](#) *Erection of 3 no. new-build dwellings (1x3 bed, 1x 2bed and 1x1bed) and associated external work at end of existing terraces on Grafton Road, Lambie Street and Barrington Court - Granted (Mar 30 2015)*
- ▶ [\(2012/1882/P\)](#) *Change of use from drinking establishment (Class A4) to 2 x 3 bed maisonettes (Class C3) at basement and part ground floor level and associated alterations including installation of light well with railings and three windows on north elevation, provision of pavement lights and alterations to entrances and windows on east (Grafton Road) elevation/forecourt area, fenestration alterations on south (Queen's Crescent) elevation, six new ground floor level windows on west elevation and excavation works to extend the existing basement level - Granted (Oct 30 2012)*

3.1 Site Analysis

The site does **not** lie within a conservation area and does **not** contain any listed buildings within its curtilage.

Adjacent Buildings

There is a mixed character and variation in building heights along Grafton Road such that the additional accommodation sought on the application site, based on a clear precedent, is able to be sensibly absorbed with no adverse impact on the street scene.

Vehicle access

The site is in a sustainable location being a short walk from the above cited public transport infrastructure.

Pedestrian and Public Transport Links

The site is currently accessible for pedestrians.

Vegetation

There is no protected trees and vegetation on the site.

Topography

The existing building is situated in a relatively flat area.

Sunlight

The site and the building get plenty of good daylight during the morning and late evening.

Cycling

There is designated cycle provision and facilities on site that could greatly improve the opportunities and conditions for safe cycling within the area. Twenty [20] cycle spaces will be provided in the proposed cycle store in the basement. (see GA 06_Proposed Plans A1)

Contamination

The site is established and there is no known or suspected contamination.

4.0 Proposal

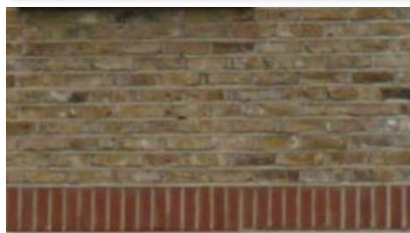
4.1 Appearance and Design

The proposed design seeks to demonstrate that a considered approach has been taken into account with regard to the proposed works in terms of colour, scale and materials through an extensive study of the street context and neighbouring developments. In terms of its size, scale and height, the proposed development fits in appropriately within the local character, given the prevalence of similar sized buildings along the Grafton Road. The light wells are meant to be discreet to provide daylight and amenity space, and not over-dominant or incongruous additions along the Grafton Road, so the development does not harm the architectural character of the area.



4.2 Materials

The proposed use of materials for the residential scheme at 128-130 Grafton Road's external treatment are considered in accordance with the external envelope materials of the adjacent property, so the proposed facade design continues to respect the overall design principles of the neighbouring context in terms of colour, scale and materials. The proposed design works respond to the rhythm and scale of the surrounding buildings and reflect the character of the street scene.



External Walls:

Yellow stock brickwork with red stock brickwork plinth (basement; Ground - 3rd floor)
(to match style of adjacent properties)
Fibre cement cream cladding (4th floor, penthouse)
(to match style of adjacent properties)

Windows and Doors:

Fire-resistant powder coated aluminium

Balustrade

Wrought iron/steel
(to match style of adjacent properties)

4.3 Layout

4.3.1 Plans arrangement

The proposed layouts are for the provision of an office on basement level, and 9 self-contained flats of reasonable sizes with balconies on the upper five floors. The flats are accessed off one vertical circulation core stairwell with a lift shaft situated within a close proximity to the main entrance. All flats are dual aspect. No objection is raised against the proposed mix of housing.

4.3.2 Sizes

The office space on basement level is of 161 sqm (GIA).

Ground, first, second and third floors incorporate identical flat layouts - 1 x 2B3P flats of 67 sqm and 1 x 2B3P flats of 65 sqm on each floor.

The penthouse on the top fourth floor consists of 1 x 3B4P flat of 80 sqm, surrounded by terraces to provide the flat with a private outdoor space, and privacy screens to avoid overlooking the neighbouring properties. The proposed units would meet or exceed space standards as set out in the London Plan, NdSS. The proposed flats are identified as high priority dwelling sizes (Policy H7).

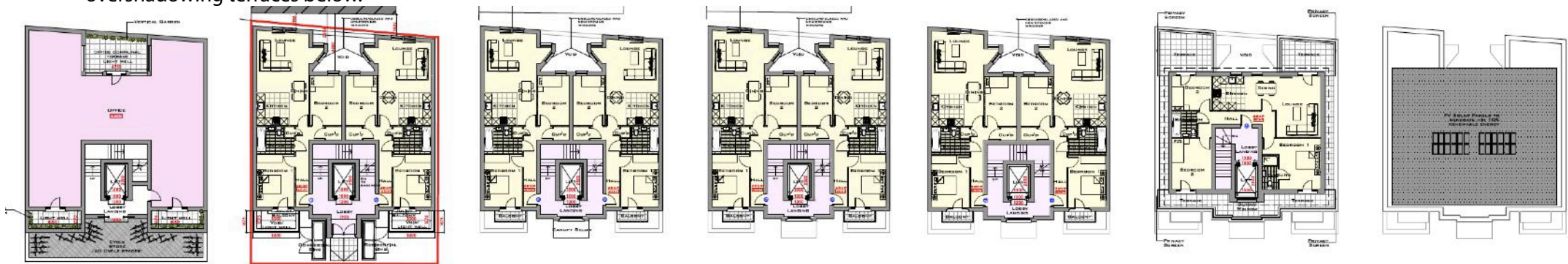
The two light wells at the front of the development have a width of 3m and a depth of 1.3m (internally), and 3.6m x 1.6m respectively (externally including parapet) on ground level. The sizes of the light well terraces on basement level have a width of 4m and a depth of 1.3m (see proposed plans). The light well/void at the rear is approx. 4.8m wide.

Lift dimensions are 2.3m x 1.5m with a door opening of 1.2m to accommodate all types of bicycles. Door opening to access the cycle store is 1.8m wide.

4.3.3 Amenity

The light well terraces with vertical gardens at the rear and front of the building create communal outdoor spaces for the offices.

Each apartment has its own outdoor private amenity space (balcony), apart from the two flats on the ground level. These contain Juliette balconies to avoid overshadowing terraces below.



Basement

Ground

First

Second

Third

Fourth

Roof

4.4 Scale and Massing

The top floor is set back by 1m off the parapet of the building at the flank sides and slightly more at the front facade to provide the required concealment when looking up from a street view point. This reduces the overall bulkiness of the structure and prevents detrimental dominance.

4.4.1 Amenity of neighbouring residential properties

In terms of privacy and overlooking, the front windows of the proposed development would share the same outlook as the existing residential developments at No.126 and No.116-124 Grafton Road and would not exacerbate current levels of overlooking between properties along Grafton Road. Similarly, the proposed fourth floor front roof terrace would be similar in size and location to the neighbouring terrace areas at 116-124 and would not cause unacceptable levels of overlooking as a result of its installation. It is unclear from the submitted documents what level of overlooking would occur from the proposed fourth floor rear roof terraces. However, given the largely commercial nature of the properties to the rear of the site the proposed rear roof terrace and rear facing windows are not considered to cause harm to the amenity of any nearby residential occupants (Officer's report, 2018).

4.4.2 Affordable Housing

The current application proposes the creation of 740 sq m (GIA) of residential floorspace, which would not trigger an affordable housing contribution in line with Policy H4.



5.0 Landscape

There are no proposed landscaping alterations on the subject site.

6.0 Access

The existing property has a direct access from Grafton Road and there are no proposed alterations to the existing access to the building. In the moment there is on-site parking available but the proposal will not make any provision for new parking arrangements. Street level parking is available.

7.0 Privacy

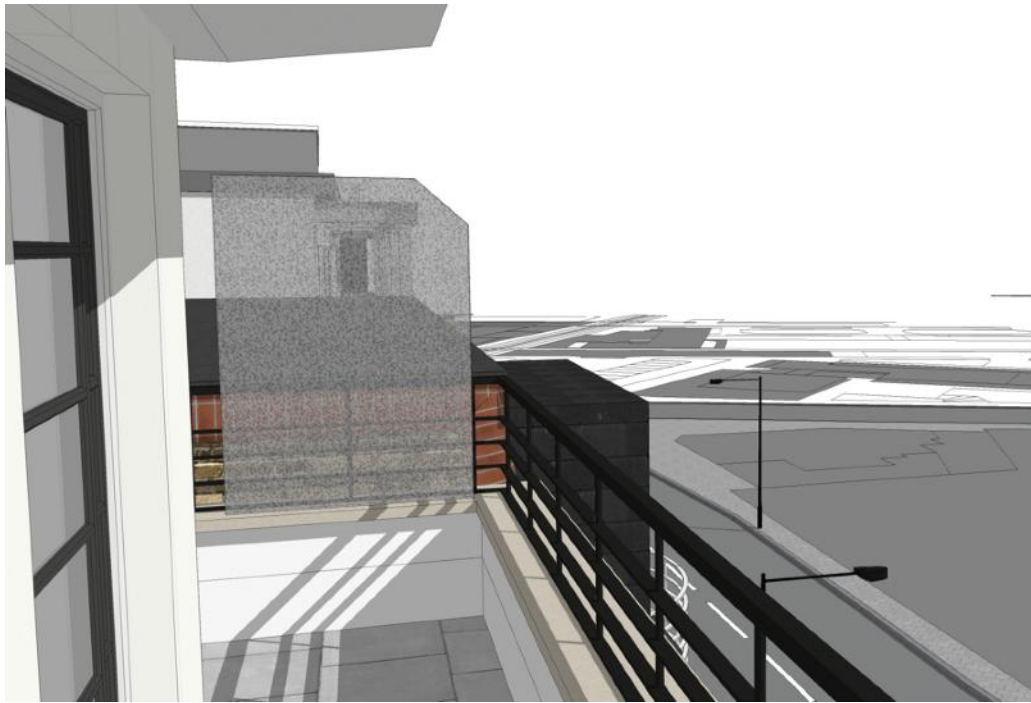
The proposed works will not seek to overlook the neighbouring properties and will not reduce privacy in general. No windows are facing each other directly at the rear. The V-shaped windows would provide the living rooms with an adequate amount of daylight, sunlight and outlook, without causing unacceptable levels of overlooking between the proposed units. The V-shaped windows that look into the bedrooms of the same units are designed to be obscure-glazed and non-opening (see proposed plans).

Proposed are also privacy screens on either side of the property to avoid overlooking of neighbouring properties.

without privacy screens



without privacy screens



Front - with proposed privacy screens



Rear - with proposed privacy screens

8.0 Summary



streetscape

It is our opinion that the proposed designs submitted for 128-130 Grafton Road, NW5 4BA outlining a demolition of existing two-storey industrial property and the erection of a mixed-use building, comprised of offices in the basement and 9 self-contained residential flats on the upper floors (1st-4th), should be awarded planning permission on the basis that they are compliant with the local planning requirements and current regulations and are in line with similar developments undertaken in the immediate area.

It is a shame that the site has not been positively developed in the intervening period and this application seeks to establish a new chapter in the site's planning history and presents a development which is sustainable and which makes the best use of this urban land. For these reasons the application accords with the material provisions of the development plan and the sustainability credentials of the framework. In other words, the suggested designs will have an overall improvement on the current state of the otherwise neglected existing building as they will provide better internal spaces for a mixed land use as well as an improved external envelope.

In general terms the revised design will continue to respect the overall design principles of responding to the rhythm and scale set by the surrounding buildings. The proposal will also add an aesthetic flair to the overall appearance of the property that is in keeping with the authenticity of the street scene without having a detrimental impact on the neighbouring context.

8.1 Reasons for refusal

Reasons for refusal of previous application:

Application Ref:
2017/4293/P

The following reasons for refusal of the previously submitted application have been raised. However, we believe these have been overcome with the proposal for an altered Application Ref. **PP-07019726** for a mixed-use building at the same application site.

1. The proposed development, would result in the loss of an employment site that is considered suitable for continued use for employment purposes, and would fail to support growth in economic activity in Camden and result in the loss of employment opportunities within the borough contrary to policy E2 (Employment premises and sites) of the Camden Local Plan (2017).

The proposed development under reference PP-07019726 includes the re-provision of employment floorspace within a mixed scheme- commercial and residential.

The proposed comprises a large-sized office space of 161 sqm (GIA) with a large amount of shared amenity space (terraces/ light wells at the rear and front of the property). The proposed also includes a residential space of 740 sqm (GIA), comprised of 9 self-contained flats with a mix of 2-bed and 3-bed high quality units of decent sizes that either meet or exceed NdSS. The employment site for business use is preserved (Policy E2 of Camden Local Plan 2017), and a much needed mixed use is introduced to the site to increase the land value and encourage sustainability (Policy DP1).

2. A number of the proposed residential units by reason of the poor quality of outlook, light and overlooking and privacy issues, would result in sub accommodation, which would be standard harmful to the amenities of future occupiers, contrary to policies A1 (Managing the impact of development) and D1 (Design) of the Camden Local Plan 2017 and Policy 3.5 of the London Plan 2016.

To overcome this issue, the new proposed scheme includes the creation of V-shaped windows at the rear of the property, so the living spaces could gain an adequate provision of daylight and sunlight, as well as outlook and privacy. The V-shaped windows that look into the bedrooms of the same units are designed to be obscure-glazed and non-opening (**see Proposed Plans**). Proposed are also privacy screens on either side of the property to avoid overlooking of neighbouring properties.

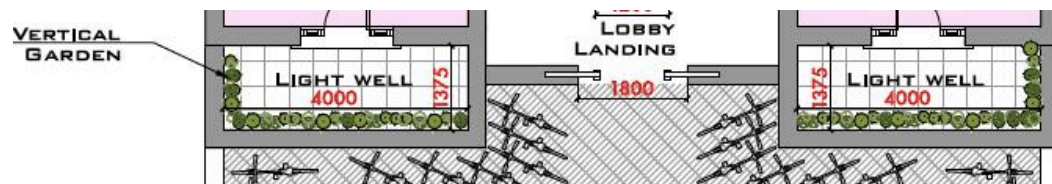
3. The proposed front light wells by reason of their scale, visual prominence and revealed basement facades would represent incongruous additions that would be detrimental to the character and setting of the proposed and neighbouring buildings and the wider streetscape, contrary to policy D1 (Design) and A5 (Basements) of the Camden Local Plan 2017.

The size of the proposed light well has been reduced significantly so they do not appear over-dominant and out of character, but be discreet and provide daylight and amenity space.

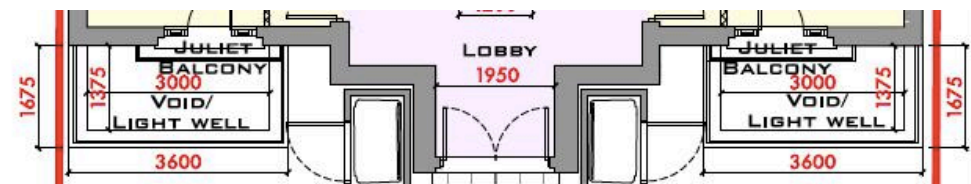
The two light wells at the front of the development have a **width of 3m and a depth of 1.3m** (internally), and 3.6m x 1.6m respectively (externally including parapet) as it appears on ground level, as opposed to the **previous 4.8m x 3.0m**.

The sizes of the light well terraces on basement level have a width of 4m and a depth of 1.3m (see Proposed Plans).

The light well/void at the rear is approx. 4.8m wide and is unlikely to cause unacceptable levels of overlooking between the proposed units.



Front light wells - Basement



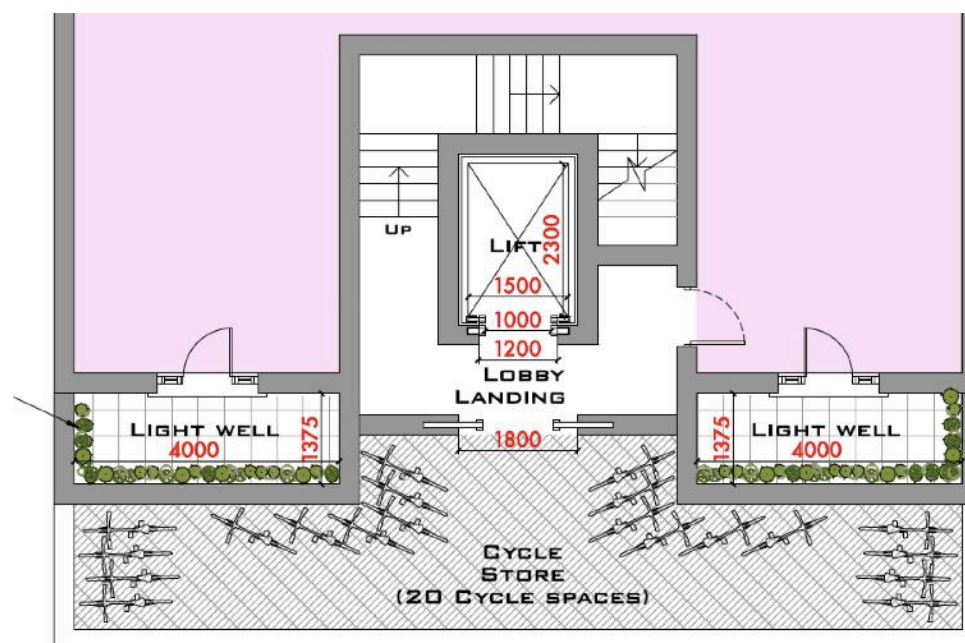
Front light wells - Ground floor

4. The proposed development, by reason of the amount and type of cycle parking space provided, including its layout and location, would discourage the ownership and use of cycles as a sustainable form of transport, contrary to Policy T1 (Prioritising walking, cycling and public transport) of the Camden Local Plan 2017.

The proposed development includes the provision of a large cycle store space on basement level to accommodate **twenty (20) horizontal cycle spaces** (for the provision of 9 residential units) to encourage walking and cycling and promote well-being. The horizontal racks would **not** require the users to lift the cycle into place.

The door opening to access the cycle store is 1.8m wide. Because the only propose step-free access to the basement cycle store form ground floor level is via a lift, the size of the lift has been increased in accordance to this. The new **lift dimensions are 1.5m x 2.3m with a door opening of 1.2m** in order for the lift to accommodate all types of bicycle.

[The previous proposal was for 14 spaces in the form of vertical cycle racks. And the lift dimensions were 1.6m x 1.5m with a door opening of 0.65m.]



5. Insufficient information has been submitted in relation to the impacts of the proposed basement to allow the Local Planning Authority to ascertain whether the basement development would maintain the structural stability of neighbouring properties and avoid adversely affecting drainage and runoff or causing other damage to the water environment, contrary to policy A5 (Basements) of the Camden Local Plan 2017.

The following reports have been submitted in conjunction to this application:

1. Basement Impact Assessment Surface Water: Screening and Scoping
2. Basement Impact Assessment Ground Water: Screening and Scoping
3. Basement Impact Assessment Land Stability: Screening and Scoping
4. BIA Phase 1

We would like to suggest this can be dealt with by way of condition.

6. The proposed development, in the absence of an energy statement detailing opportunities to reduce water consumption, drainage calculations and details relating to SuDs, along with the failure to demonstrate that CO2 reduction targets could be reached, and due to the absence of a legal agreement to secure any of the above, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate Change mitigation), CC2 (Adapting to climate change) and CC3 (Water and Flooding) of the London Borough of Camden Local Plan 2017.

The following reports have been submitted in conjunction to this application:

1. Environmental statement
2. Energy and Sustainability statement

We would like to suggest this can be dealt with by way of condition.

7. *The proposed development, in the absence of a legal agreement for car free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) and DM1 (Delivery and monitoring) of the Camden Local Plan 2017.*

Excerpt from the Officer's reports points out that "Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. [...] The car-free requirements would be secured by a legal agreement if the scheme is considered acceptable".

8. *The proposed development, in the absence of a legal agreement to secure the necessary affordable housing financial contribution, would fail to make its required contribution towards the provision of affordable housing in the borough, contrary to policy H4 (Maximising the supply of affordable housing) of the Camden Local PI 2017 and policy 3.12 of the London Plan 2016.*

The current application proposes the creation of 740 sqm (GIA) of residential floorspace, which would **not** trigger an affordable housing contribution in line with Policy H4.

9. *The proposed development, in the absence of a legal agreement to secure a construction management plan and a financial contribution for construction management plan monitoring, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally, contrary to policies G1 (Delivery and location of growth), A1 (Managing the impact of development), T3 (Transport Infrastructure), T4 (Sustainable movement of goods and materials), DM1 (Delivery and monitoring), A4 (Noise and Vibration) and DP28 (Noise and vibration) and CC4 (Air quality) of the Camden Local Plan 2017.*

We would like to suggest this can be dealt with by way of condition.

10. *The proposed development, in the absence of a legal agreement to secure highway contributions to undertake repair works outside the application site, would fail to restore the pedestrian environment to an acceptable condition, contrary to Policies T1 (Prioritising walking, cycling and public transport) and T3 (Transport Infrastructure) of the Camden Local Plan 2017.*

We would like to suggest this can be dealt with by way of condition.

11. The proposed development, in the absence of a legal agreement to secure an Energy Efficiency and Renewable Energy Plan, would fail to be sustainable in its use of resources, contrary to policies CC1 (Climate change mitigation), CC 2 (Adapting to climate change), CC3 (Water and flooding) and DM1 (Delivery and monitoring) of the London Borough of Camden Local Plan 2017.

Proposed roof plan is provided which shows an array of solar PV panels which are labelled 'Solar PV panels to generate minimum 10% renewable energy' (see Proposed Plans).

We would like to suggest this can be dealt with by way of condition.

ETA BRIDGING LTD
June 2018