

Design and Access Statement

Incorporating Planning Statement

The erection of 1 No. dwelling attached to an existing semi-detached house at:

193 Leighton Road
London NW5 2RD

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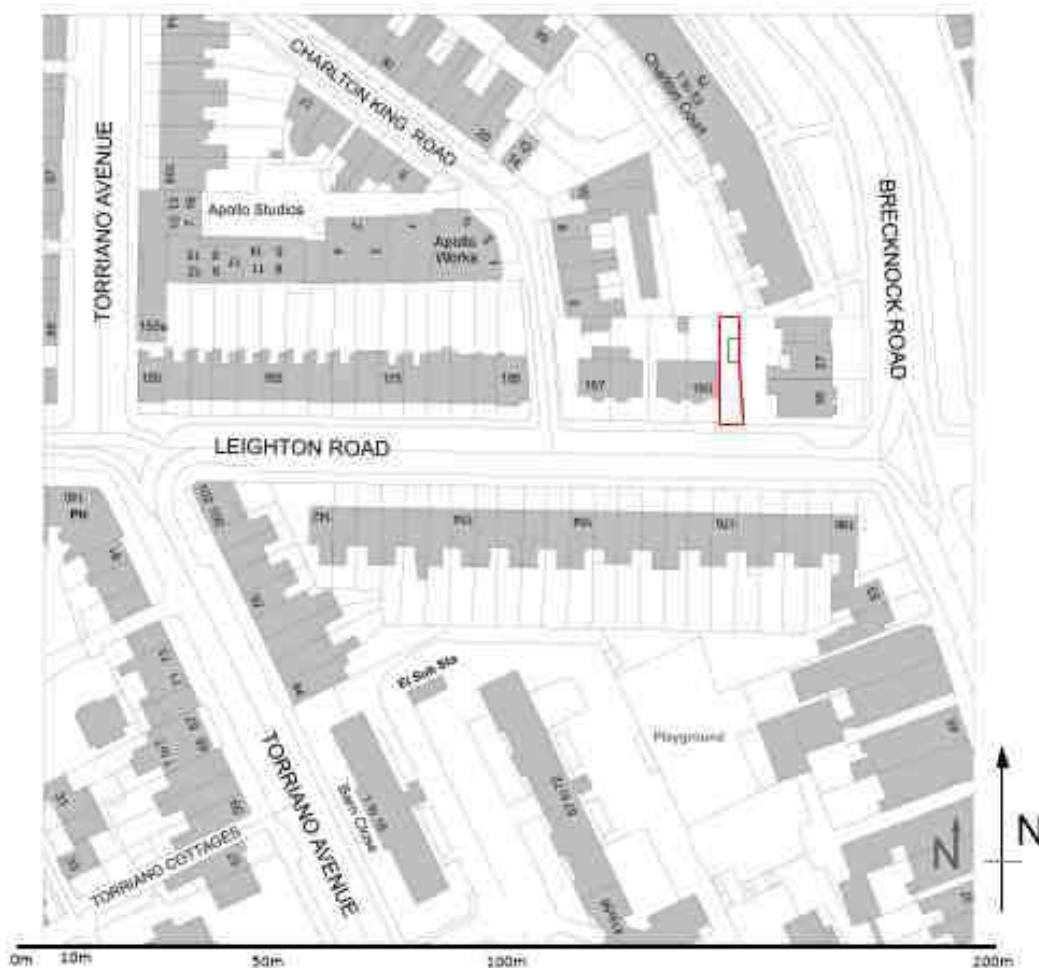
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Section I | Introduction

- I.1 This design and access statement is submitted in support of a planning application for the erection of a single two bedroom house.
- I.2 The development is identical in its envelope to the approved planning application ref. 2016/2175/P for a three storey extension.
- I.3 This statement describes the site and surroundings, the design and the planning history and assesses the proposal in relation to the principle planning policies, including the Camden Plan and the National Planning Policy Framework (NPPF). In planning policy terms, the development is supported by the Development Plan and the NPPF presumption in favour of sustainable development.
- I.4 This statement should be read in conjunction with the additional supporting documents accompanying this application which are:
- Application Form
 - Plans and Elevations
 - Basement Impact Assessment

Section 2| Site and Surroundings

- 2.1 The site consists of the driveway and shed/garage to the side of no.193 Brecknock Road. 193 is a semi-detached house on the Eastern end of Leighton Road at its junction with Brecknock Road. It is situated less than half a mile from Kentish Town Underground and train station and Kentish Town High Street. It is 100m to the shops and neighbourhood centre on Brecknock Road.
- 2.2 It is a residential area categorized by a combination of terraced houses and new build higher density flats. Most of the houses on Leighton Road are converted to apartments and new build apartments have been gradually infilling any vacant sites in the vicinity.
- 2.3 To the East of the site the gardens of houses on Brecknock Road back onto the boundary fence. These properties include a modern infill consisting of 3 apartments.
- 2.4 To the North of the site Charlton Court built in the 1980s a 5 storey brick apartment block that overlooks the garden of 193 Leighton Road.
- 2.5 The property was constructed in circa 1930. It is one of a matching pair of semi-detached houses. Number 193 enjoys a larger garden than its twin with an additional strip of land to the right of the property.
- 2.6 The application site (red line) comprises approximately 95m² of undeveloped land (0.0095hectares) with the proposal taking up 42m² and leaving 53m². The site is visible from the road but is set back and is currently used as driveway
- 2.7 The photographs on the following page illustrate the site at present.
- 2.8 The site has a PTAL rating of 5 – one below the top score. In addition to the proximity of the underground the site is very well served by buses with a bus stop located directly outside the site.



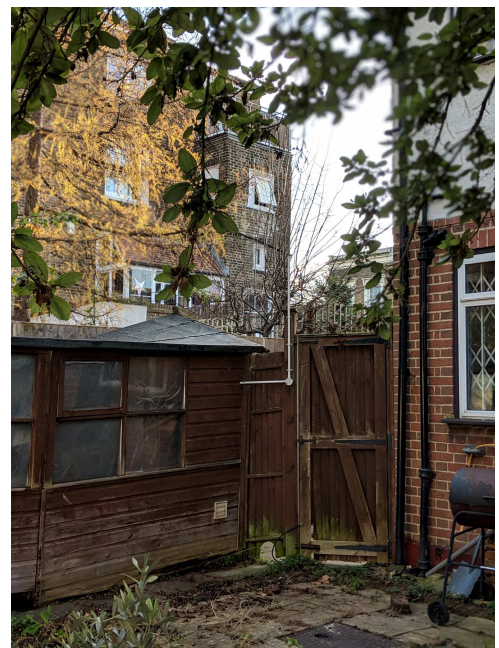
Location map showing site outlined in red



View from Leighton Road



View looking East in garden at existing shed



View looking at existing shed and existing house

Section 3| Planning History

3.1 The following planning history relating to the application site is of relevance:

3.2 Planning Ref. **2016/2175/P**

The erection of a 3 storey extension to the side of the house. This new application is externally an exact replica of the previous application which is approved subject to a Section 106 agreement.

3.3 Planning Ref. **2014/7058/P**

Erection of a 2 storey extension to the side of the house. Approved now lapsed.

Section 4| Proposal

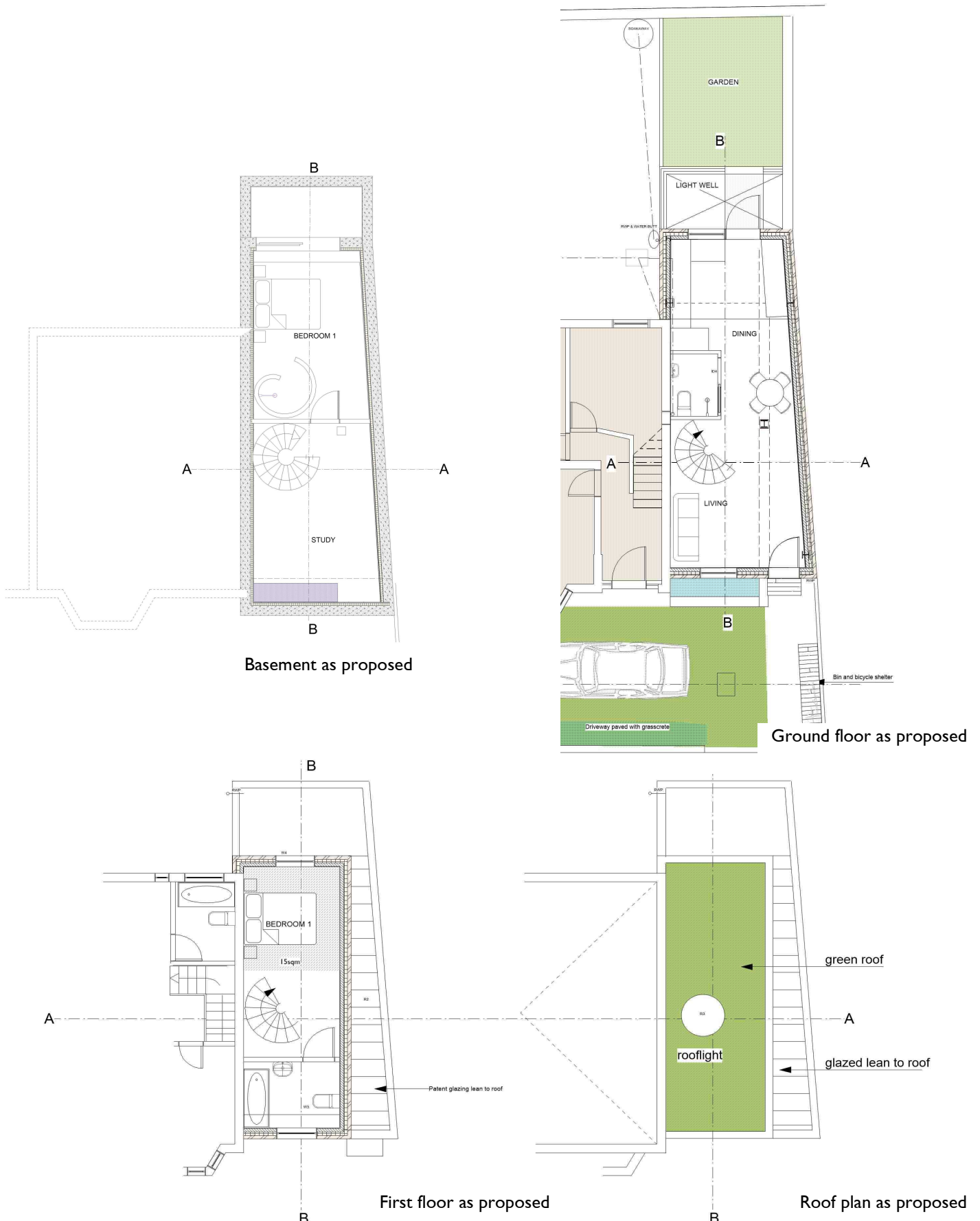
4.1 The proposal is for the erection of a two bed house to the side of 193 Leighton Road. The proposed floor area is 91m² over three storeys. The basement consists of one bedroom and a study, the ground floor consists of living, dining and kitchen, and the first floor one bedroom and one bathroom. The proposed house is to be built by the property owner as a self build. The completed house will be used by the owners so that her elderly parents can occupy the existing house.



Site Layout as Proposed

Section 5 | Design Concepts and Layout

- 5.1 The proposal has evolved from the site influences: orientation, existing uses and location of neighbouring houses.
- 5.2 The proposed infill house adjoins no.193 on one side and garden boundary of nos. 155, 157 and 157A Brec-knock road on the other side. The design features a step back on plan from the facade of 193 and the roof level stepped down to make it a subordinate to the original house.



Design Concepts and Layout Continued

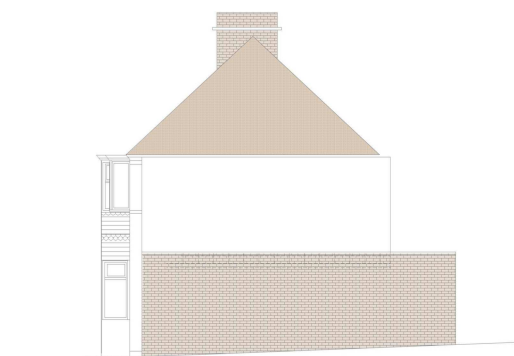
- 5.3 The first floor steps back at the side and the rear to reduce the impact on the neighbouring gardens and reduce the visual bulk of the new house.
- 5.4 The plan layout places the communal living accommodation across the ground floor and the south elevation features a large window overlooking the newly landscaped front garden. Additional daylight on the ground floor comes via a pitched continuous roof light along the boundary. The kitchen to the rear benefits from a patio door to a rear garden.
- 5.5 The basement benefits from a sunken courtyard to the rear and a pavement light in the front garden.
- 5.6 The accommodation is designed to National Housing Design Standards and part M4(2) of the building regulations.
- 5.7 There are two double bedrooms - one in the basement and one on the first floor.
- 5.8 A small sunken courtyard plus a garden to the rear provides amenity space.
- 5.9 The driveway to the front of the house is proposed to be shared with 193 Leighton and retains the parking space for 193. The new house will be car free as recommended by the Camden Local Plan.
- 5.10 The building steps back on the first floor to reduce overshadowing to neighbouring gardens.
- 5.11 The building is designed to be sympathetic to the existing house with the same bricks used for the ground floor and render above.
- 5.12 A flat roof reduces its visual impact and any overshadowing.
- 5.13 The total site area of the new house is 95m² and 43m² of open space will be retained.
- 5.14 Rubbish and bicycle store: A covered store is proposed to the RHS of the driveway to house 2 wheelie bins and provide space for 2 bicycles.



Leighton Road Elevation (South) as proposed



Garden Elevation (North) as proposed



Side Elevation (East) as proposed

Section 6.0| Access strategy

The access strategy for this site is a simple arrangement.

- 6.1 The site is in an urban sustainable location.
- 6.2 It is well served by public transport: the bus stops outside on Leighton Road and tube station an 8 min walk away.
- 6.3 Space is provided for secure covered cycle storage in a new covered store.
- 6.4 Access for servicing and emergency services is available directly on Leighton Road.
- 6.5 The new house will share the proposed bin store with the existing house.
- 6.6 The approach and internal layout is designed to Building Regulations M4/2 for inclusive access.

Section 7 | Planning Policy and Policy Compliance

The planning policy and compliance discussion below refers mainly to the Camden Local Plan 2017 and also references the London Plan 2016, and the National Planning Policy Framework (NPPF).

7.1 Camden Local Plan 2017

Strategic Aims of the Camden Local Plan

3. *To provide homes that meet the housing needs of existing and future residents in terms of number, affordability, quality, type of property and mix of dwelling sizes. Self-contained housing is the priority use of the Local Plan.*

This Plan seeks to meet Camden's objectively assessed needs to 2031 for: • 16,800 additional homes (see Policy H1 Maximising housing supply);

- 7.2 This proposal provides one new self contained 2 bed house suitable for a family or other group. A study is provided to make it is suitable for home working. It includes a good sized amenity space at ground floor level.

7.3 Policy H6.b - Meeting National Space Standards

3 storey house for 4 person – the area required = 90m². This proposal provides just over 91m² internal net area.

- 7.4 **Policy H6.c.** The proposal meets Part M4(2) of the building regulations design for accessibility and adaptability.

- 7.5 Policy H6 section 3.142 refers to the London Plan Policy 3.5 *indicates that new homes should have adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose and meet the changing needs of Londoners over their lifetimes. The Local Plan therefore encourages design of all new housing to provide functional, adaptable and accessible spaces. In addition, the Local Plan applies specific space standards to all proposals for new self-contained homes, and applies specific accessibility requirements to all proposals for new-build homes that are self-contained, which this proposal complies with.*

- 7.6 Policy H6 3.174 *The NPPF indicates that councils should plan to meet the needs of people wishing to build their own homes.*

This is a self build house of the type that the NPPF seeks to promote as a way of providing further new houses.

- 7.7 Policy H6 3.175 *The government envisages that self-build could be promoted in England as a way of increasing overall housing output.*

Policy H6 3.176 *The London SHMA suggests that typical self-build sites in London are small infill sites, end of terrace spaces, backland sites, gardens, garages and small industrial sites.*

Based on records of completed new-build housing schemes involving a single new home, the London SHMA estimates that self-build output in London from 2009 to 2013 amounted to between 1.9% and 3.5% of the total. The London SHMA notes a survey that has indicated 13% of Londoners appear to be researching self-build (similar to the national average) but only 2% are actively working towards acquiring a site, submitting a planning application or starting construction work. The London SHMA also documents some group self-build activity in London, usually in partnership with councils or registered providers such as housing associations. The London SHMA concludes that single unit self-build schemes are most likely to be practicable in low-cost parts of London, and group self-build has the best potential to deliver significant additional housing output in higher cost areas. 3.177 Land costs in Camden are extremely high, and the majority of housing output takes the form of flats built at relatively high densities. Consequently, the potential for people to acquire a site and use their own building skills to provide low cost homes is very limited. However, there is some evidence to suggest that custom-build for wealthier households is quite common in northern parts of the borough with a more suburban character. These sometimes involve infill sites and sometimes involve redevelopment of an existing residential plot. There may also be some interest in group self-build involving council-owned land, possibly in association with the Community Investment Programme.

7.8 Policy A1 Managing the impact of development

The proposal has already been accepted in terms of impact on neighbours – the external envelope of the proposal is identical to the approved scheme.

- 7.9 A detailed construction management plan will seek to mitigate the impact of construction on the neighbours.

7.10 Policy A3 Biodiversity

The existing rear garden is currently mainly hard standing but is still home to a mixture of insects and birds, squirrels and foxes. Since owning the garden the owner has increased the planting area and plans to increase it further and encourage local insect and bird life.

7.11 Policy 6.11 In order to help mitigate the ecological effects of the development the following measures are proposed:

- A green roof will be installed on the new flat roof
- The front paved area will be repaved with a permeable grasscrete type paving this plus new planting will encourage further wildlife.
- Installation of additional bird nesting boxes

7.12 Policy A5 Basements

The basement impact assessment submitted as part of this application has already been thoroughly checked and passed by the Council's own engineers. The basement impact assessment has been resubmitted as part of this application.

Further measures to ensure safety and compliance have been included in a section 106 agreement.

7.13 Policy CCI Sustainability and Climate Change

The proposal is low energy it incorporates high insulation levels, rainwater collection and overflow to soakaway and basements are inherently thermally efficient.

7.14 Policy CC3 Water and Flooding

We will require development to:

a. incorporate water efficiency measures;

e. utilise Sustainable Drainage Systems (SuDS) in line with the drainage hierarchy to achieve a greenfield runoff rate where feasible; and

f. not locate vulnerable development in flood-prone areas.

a. The proposal incorporates low water usage cisterns, taps, showers and bath.

e. The surface water will be drained to a new soakaway rather than into the sewer system as currently. Permeable paving is proposed where there is currently hard paving.

f. This proposal is not in a flood prone or flood risk area (see basement impact assessment)

7.15 Policy CC5- Waste Management

Policy 8.97 requires appropriate storage facilities for waste and recycling.

Provision has been made in the front garden to house wheelie bins for waste and recycling. A compost bin is located in the rear garden.

7.16 Policy TI Prioritising walking, cycling and public transport

The site has a PTAL rating of 5 which is very good and has extremely good transport links to central London and beyond. It is conveniently located to promote walking and cycling with bicycle storage provided.

7.17 The London Plan 2016

Policy 3.5C LDFs should incorporate requirements for accessibility and adaptability¹, minimum space standards² including those set out in Table 3.3, and water efficiency.³ The Mayor will, and boroughs should, seek to ensure that new development reflects these standards.

The design of all new dwellings should also take account of factors relating to 'arrival' at the building and the 'home as a place of retreat'. New homes should have adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be conceived and developed through an effective design process⁴.

Requirements M4 (2) and M4 (3) of Schedule 1 to the Building Regulations 2010. HM Government 2015.

2 Technical housing standards – nationally described space standard. DCLG 2015

3 London Plan Policy 5.15

4 Mayor of London, Housing SPG 2016

7.18 National Planning Policy Framework (NPPF)

Adopted in July 2018, the national Planning Policy Framework (NPPF) sets out the Government's planning-policies for England and explains how these are expected to be applied. Paragraph 47 confirms that the NPPF policy is a material consideration in planning decisions. As assessment of how this proposal is supported by materials considerations within the NPPF is provided below.

Paragraph 8 of the NPPF defines sustainable development as that which performs a positive economic, social and environmental role.

Paragraph 11 sets out the 'presumption in favour of sustainable development'.

Section 8| Discussion

The following sections of this statement summarise how the proposed development complies with the aforementioned planning policy. This is also supported by other material planning considerations. The main planning issues relevant to the proposal are dealt with in turn.

- 8.1 The proposal must be considered having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, and Section 54(a) Town and Country Planning Act, which require that development proposals shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

Principle of the Development

- 8.2 A residential use of the site is compliant with the Development Plan in terms of the adopted Camden Local Plan.
- 8.3 The location and massing of the proposal has already been established with the approved planning application ref: **2016/2175/P**
- 8.4 The Camden Plan, The London Plan and the NPPF are all in favour of the provision of new homes. The NPPF is in favour of supporting self build applications for new dwellings.

Sustainability

- 8.5 National and local policy places great emphasis on supporting and encouraging sustainable development. The site is in a sustainable location, close to all amenities and with very good transport links.
- 8.6 Given the sites proximity to employment, entertainment, health and retail services the site residents will be easily able to access these services by walking, cycling, by bus or train.
- 8.7 As set out above the site is in a highly sustainable location suitable for this type of development.
- 8.8 The proposal is designed with sustainability in mind - high levels of insulation are incorporated, water saving measures are included and there is a green roof.

Ecology

- 8.9 The existing rear garden is mainly paved surface but is still home to a mixture of insects and birds, squirrels and foxes. Since owning the garden the owner has increased the planting area and plans to increase it further and encourage local insect and bird life.
- 8.10 In order to help mitigate the ecological effects of the development the following measures are proposed:
- A new green roof will be installed on the flat roof
 - The front paved area will be repaved with a permeable grasscrete type paving this plus new planting will encourage further wildlife.
 - Installation of additional bird nesting boxes

Highways and Parking

- 8.11 The application site is served by an existing vehicular access with appropriate width, alignment and visibility to serve the proposed development. No changes are proposed to this access.
- 8.12 One existing parking space is retained as part of this application.
- 8.13 Construction traffic management will be covered in the construction management plan.

Section 9|Conclusions

- 9.1 The proposal seeks the erection of 1 No. residential unit in what is currently a shed and driveway. The application follows a prior approval for the same size and design of envelope.
- 9.2 The proposal provides an additional 2 bedroom house with external amenity space in an area with high demands on residential space.
- 9.3 The site is in a sustainable location. There are no demonstrable and significant impacts that outweigh the provision of a single dwelling. The disruption to neighbours has already been considered in the current permission for an extension to no.193.
- 9.4 This Design and Access Statement concludes that there are no significant highways or transportation matters that should prevent the development.
- 9.5 Kentish Town is in an exceptional location in having very good transport links to central London in an area where demand for housing is very high.
- 9.6 There are no amenity, flooding, ecological or arboriculture issues that would prevent development the sustainable development of the site.
- 9.7 The NPPF encourages local authorities to support self builds such as this, as a realistic way of providing additional housing.
- 9.8 It has been comprehensively demonstrated by this planning statement that this site is an appropriate location for this type and level of development and complies with all relevant policies of the Development Plan, emerging policy and national planning policy and is supported by material planning considerations. Accordingly, it is respectfully contended that planning permission ought to be granted.