

Design and Access Statement

Site address: 49 Pratt Street London NW1 0BJ

Proposal: Conversion of single dwellinghouse into 2 self-contained flats (2 x 2 bed). Erection of ground, first floor and second floor rear extension. Replacement of 1 window on Western elevation



1.0 Site characteristics and relevant planning history

- 1.1 The application site consists of a 3.5 storey mid terrace property on Pratt Street in the London Borough of Camden. The site sits to the north of the highway, and is located in close proximity to Camden High Street – which benefits from a whole array of amenities. With respect to transport connectivity, it has a PTAL rating of 6a – representing excellent access to public transport.
- 1.2 The building is not Locally Listed, and is not within a designated Conservation Area. It is immediately adjacent to the ‘St Martin’s Garden’ open space . It is also in Risk Zone 2 in terms of impact on a nearby Site of Special Scientific Interest (SSSI) and with the 5km Buffer of the Thames Basin Heath Special Protection Area (SPA).
- 1.3 It is wholly within low risk Flood Zone 1, as indicated below.

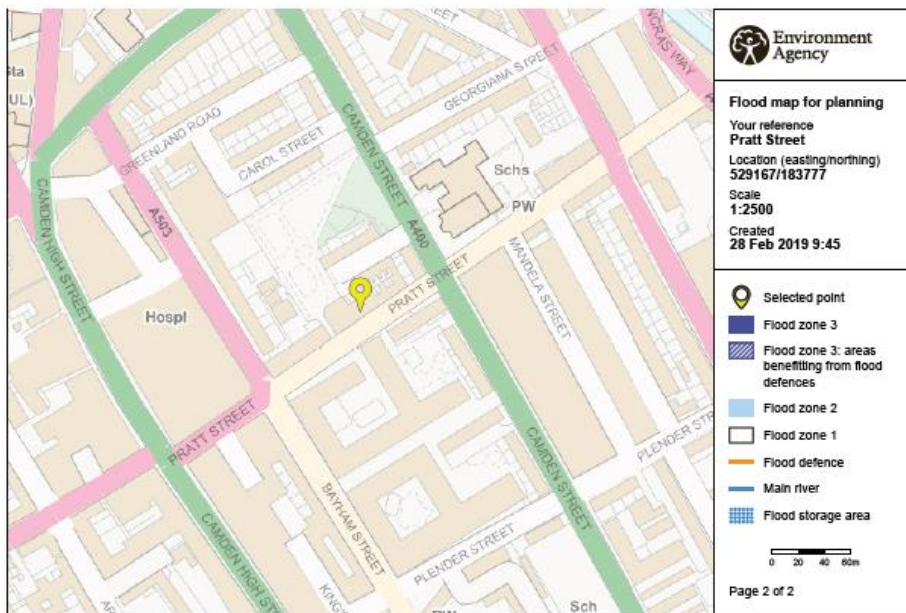


Image 1 – EA Flood Map (Feb 2019)

- 1.1 The site has been subject to the following relevant planning history:

Application Ref	Summary	Status
2018/1575/P	Conversion of single dwellinghouse into 2 self-contained flats (2x2bed) Erection of single storey rear extension at ground floor. Replacement of 2x windows on Western elevation and door on rear elevation at ground floor level.	Approved

2.0 Policy framework and design guidance

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with an up to date Development Plan unless material planning considerations outweigh it.
- 2.2 The Development Plan in this instance comprises the National Planning Policy Framework (2019), the London Plan (2016), the Local Plan (2017) and a number of Neighbourhood Plans and Supplementary Planning Documents.
- 2.3 The following table sets out those policies within the Local Plan that are of relevance to this application:

Local Plan	
H1	Maximising housing supply
H3	Protecting existing homes
H6	Housing choice and mix
H7	Large and small homes
CC5	Safety and security
A1	Managing the impact of development
D1	Design
T1	Prioritising walking, cycling and public transport
T2	Parking and car-free development

- 2.4 Relevant Supplementary Planning Documents include:
- The Mayor of London’s Housing SPD (2016);
 - CPG1 Design (2011);
 - CPG2 Housing (2016);
 - CPG6 Amenity;
 - CPG7 Transport;
 - CPG8 Planning Obligations (2015)
- 2.5 The Government published a revised National Planning Policy Framework (NPPF) in February 2019. As per the previous iterations, this document sets out the Government’s planning policies for England and how these are expected to be applied. It provides a framework within which local people and local planning authorities can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. Given the age of the adopted Development Plan documents, where there are discrepancies between it and the new NPPF it is appropriate to consider only the NPPF.
- 2.6 At the heart of the Framework is a presumption in favour of sustainable development – Local Planning Authorities should approve proposals that accord with an up-to- date Development Plan and, alongside

saved local plan policies and to which the relevant Strategic Policies will align, it too seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, as well as taking account of the character of different areas.

2.7 The key parts of the NPPF (2018) in relation to this proposal are as follows:

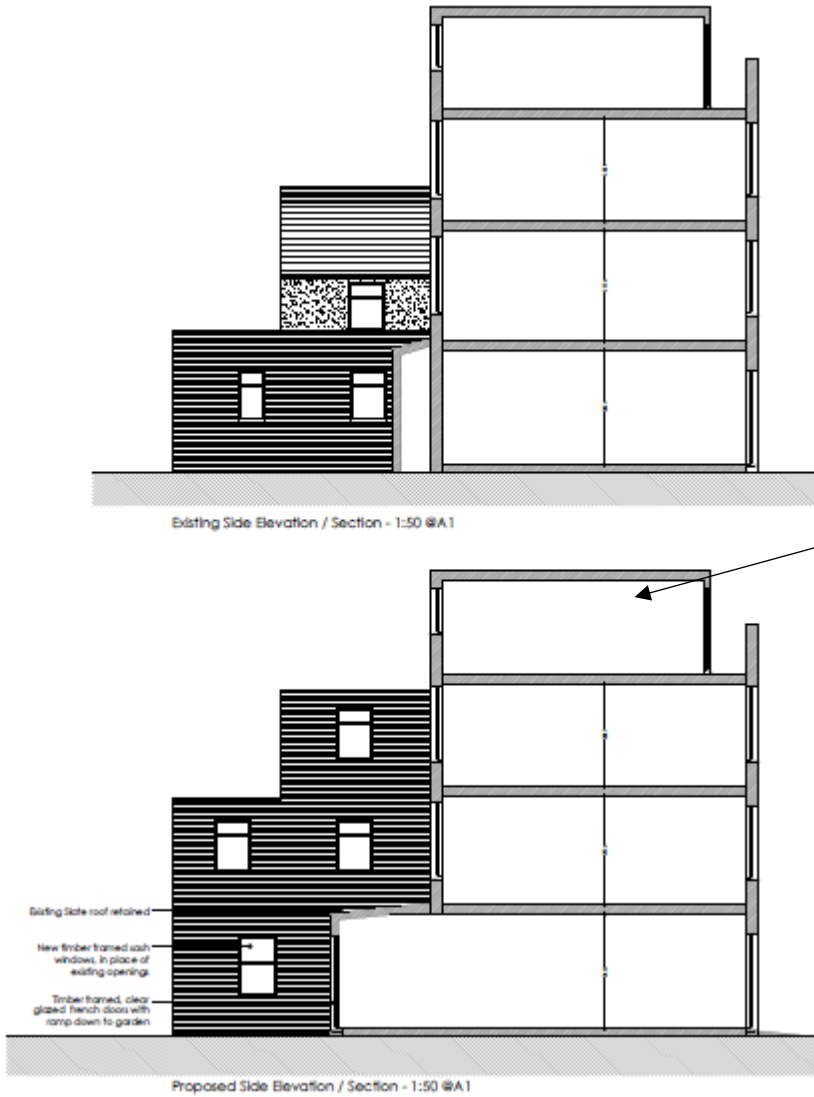
- NPPF Section 5 – Delivering a sufficient supply of homes;
- NPPF Section 12 – Achieving well-designed places;

2.8 Section 12 requires development to demonstrate good design and establishes that LPAs, when determining planning applications, should ensure that development:

- Will function well and add to the overall quality of the area;
- Is visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Is sympathetic to local character and history without discouraging appropriate innovation or change (including increased densities);
- Results in a strong sense of place;
- Optimises the potential of the site;
- Creates places that are safe, inclusive and accessible.

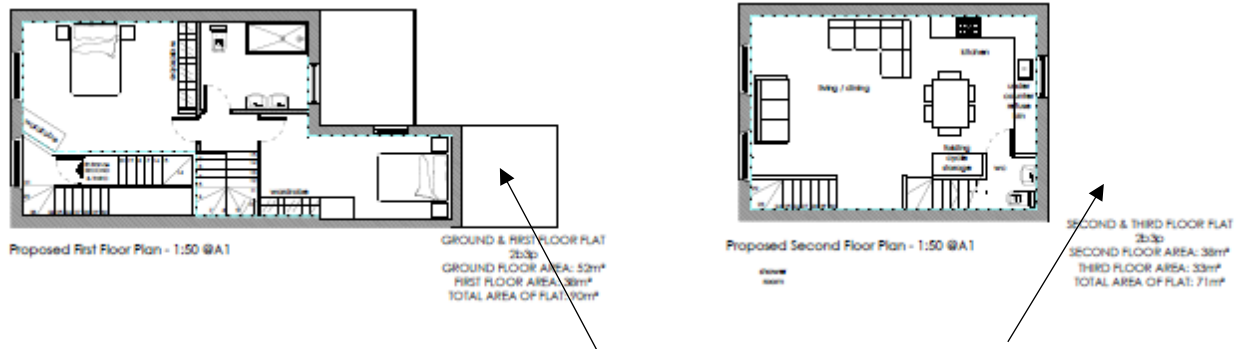
3.0 Proposal

3.1 The proposal relates to the erection of a three storey rear extension, so as to provide additional space to enable the property to deliver 2 x 2 bed apartments. It differs from the previous approval (ref “2018/1575/P”) with respect to a slightly larger rear extension that incorporates a large first floor and a second floor element.



The extension has been designed to reflect the style and proportions of the existing building as much as possible. It will enable a larger internal space at first floor and second floor than that previously approved – benefiting the occupiers in terms of available storage space and living conditions.

Image 2 – Existing and Proposed Elevational Cross Section



The additional space, as shown on the accompanying plans, provides for an en-suite bathroom at first floor for Unit 1, and a family bathroom at second floor for Unit 2. This enables a greater degree of living space for the occupiers of each

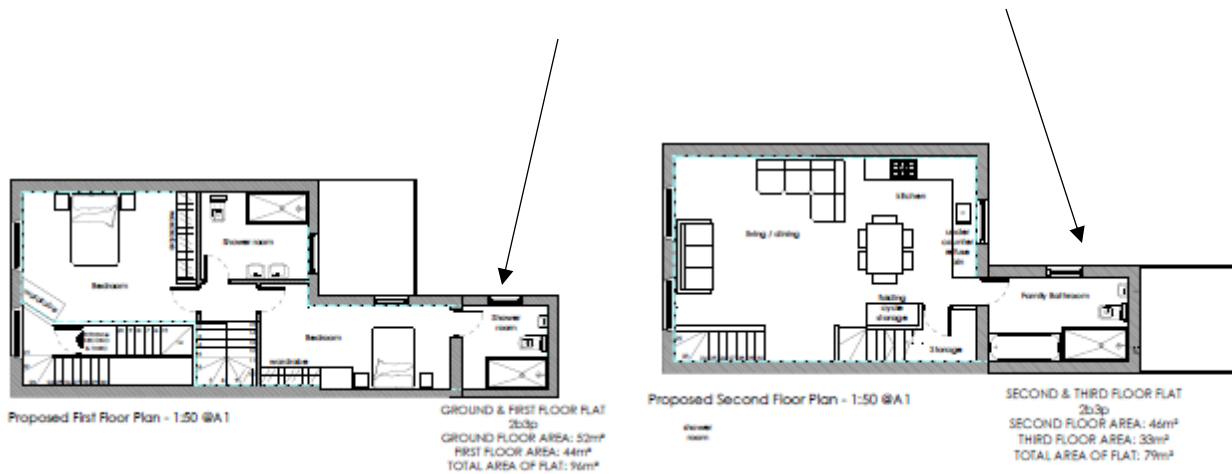


Image 3 – Proposed Side/West Elevation

3.2 Significantly, the proposals have been designed such that they would have no impact on the surrounding area in terms of character, or indeed residential amenity. Furthermore, the principle of converting the property into flats has previously been accepted by the Council.

4.0 Considerations

4.1 The key issues to consider for this application are:

- Principle of Development
- Design and Character;
- Residential Amenity;
- Transport Impact

Principle of Development

4.2 The site is wholly suitable for the form of development proposed. As set out within the reasons for granting permission in the previous application (re “2018/1575/P”) the council stated the following:

“The loss of a single dwellinghouse is considered acceptable as the increase in the number of residential units meets a priority and use of Camden’s Local Plan. Furthermore, the development would provide two 2 bedroom flats which are identified as very high priority (Policy H7). The principle of providing additional residential accommodation at the site and maximising the supply of additional homes in the borough is therefore considered appropriate.”

4.3 As such, given the extant permission, and in full accordance with the guidance contained within the Development Plan, the proposals are considered to be sustainable development with respect to the NPPF.

Design and character

4.4 The scale, design and detail of the proposed extension has been worked up to ensure that the submitted details are in keeping with the requirements placed on development by the NPPF and Development Plan.

4.5 As per the extant permission, the two units would be in full accordance with the Council’s guidance and national space standards. All habitable rooms would comply with the recommended size standards. The dual-aspect nature of both flats ensures that each benefits from a suitable amount of natural daylight and ventilation.

4.6 The extension is modest in scale, and wholly in keeping with a number of similar developments on Pratt Street itself and the wider area. The use of matching materials will ensure that it has a neutral impact from a design and character perspective – particularly considering that views from the public realm will be very limited.

4.7 Therefore, in accordance with Policy D1 of the Local Plan and Section 16 of the NPPF the proposals are acceptable in terms of their design, character and impact on the surrounding area.

Residential amenity

4.8 The architect has also given careful consideration to the form, scale and position of the development together with its orientation and window positions in relation to their potential impact on adjoining properties. There would be no loss of light, loss of privacy or overbearing impact as a result of the proposed extension.

4.9 As such, it is contended that the proposals are therefore in full accordance with the requirements of the NPPF and Development Plan in so far as they have regard to residential amenity and the importance of protecting it.

Transport Impact

4.10 The Development Plan, along with the NPPF, seeks to promote sustainable transport options ahead of private car use. In areas such as Camden this is of particular importance. As per the extant, permission, it is not proposed that the development will deliver any additional parking spaces.. The existing car parking permits will be retained and used by the future occupiers of Unit 1 (Gf/1F), while Unit 2 (2F/3F) will not benefit from any. This is in accordance with Policy T2 of the Local Plan.

4.11 The applicant previously entered into a s106 Agreement to further restrict the occupiers in this regard. AS per the previous iteration of this proposal, the applicant is prepared to adhere to the same s106 obligation.

4.12 As such, it is contended that the proposals are therefore in full accordance with the requirements of the NPPF and Development Plan in so far as they have regard to the development's impact on the highway network.

5.0 Summary

5.1 This application provides a clear and logical assessment of the site's constraints such that the scale, design and layout of the extension as described in the sections above, and illustrated within the accompanying plans, provides an appropriate response to the site's status. As such appropriate consideration has been given to the existing property, relevant current Local Plan policy requirements and to the important guidelines within the NPPF as also identified in the sections above.

5.2 The design has also been carefully considered and by incorporating details taken from the existing building (including fenestration, building line and massing), a suitable form of development is proposed in terms of design, character and heritage.

5.3 The scheme would have not detrimental impact on the amenity enjoyed by existing or future occupiers of adjoining properties.

5.4 The proposals would have a neutral impact on the highway network.

5.5 The development can therefore be considered to accord with the relevant planning policies as detailed above and to be consistent with the aims and objectives of the NPPF that provides overarching guidance. In line with Paragraph 11 of the NPPF, the application accords with the Development Plan and should be approved without delay.