

# **PLANNING STATEMENT**

(including Design and Access Considerations)

To support application for  
replacement first floor rear extension and  
erection of mansard roof to provide  
2no. self-contained flats

at

272 Kentish Town Road, London, NW5 2AA



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## **I. INTRODUCTION**

1.1 This Design and Access Statement has been prepared by Atelier 41 to provide the background and rationale to the proposed development. It incorporates a consideration of all relevant matters to the application and demonstrates the planning case in support of the proposal in the context of the relevant national and local planning policy and guidance.

1.2 This statement should be read in conjunction with the relevant set of planning drawings, documents, and assessments provided with the application. The drawings indicate the structural forms, placement of the flats and design decisions. The proposal has been designed to comply with the relevant planning policies at a national, regional and local level. These policies include:

- The National Planning Policy Framework (NPPF) (2019)
- The London Plan
- Camden Local Plan

## **2. THE CONTEXT OF THE PROPOSAL**

2.1 The application site comprises 3-storey terraced Victorian building located on the northern end of Kentish Town Road next to Kentish Town Tube Station. Total floor area of site is circa 59.0sq.m.

2.2 The street is mainly characterised by three and four storey terraced buildings, with flat roofs with parapet walls and mansard roof extensions. Surrounding building are of various height.

2.3 The neighbourhood experiences a high level of pedestrian and vehicular activity.



### 3. PLANNING HISTORY

Application Number	Site Address	Development Description	Status	Date Registered	Decision
8580140	272 Kentish Town Road NW5	The display of internally illuminated single sided shop fascia sign (14ft 11ins by 1ft 8ins) as shown on drawing no. 1780.^ Period of consent 1st July 1985 to 30th June 1990.	FINAL DECISION	31-05-1985	Grant Approval for Advertisement
16749	272 Kentish Town Road, NW5	Change of use of ground floor of 272 Kentish Town Road, NW5 from retail shop to employment agency office.	FINAL DECISION	22-06-1973	Refusal
12444	272 Kentish Town Road N.W.5.	The Change of use of 272 Kentish Town Road N.W.5. from shop and residential use to offices.	FINAL DECISION	06-12-1971	Refusal
20469	No. 272 Kentish Town Road, St. Pancras	proposed extension at the rear of the first floor of the above premises,	FINAL DECISION	12-02-1958	Permission

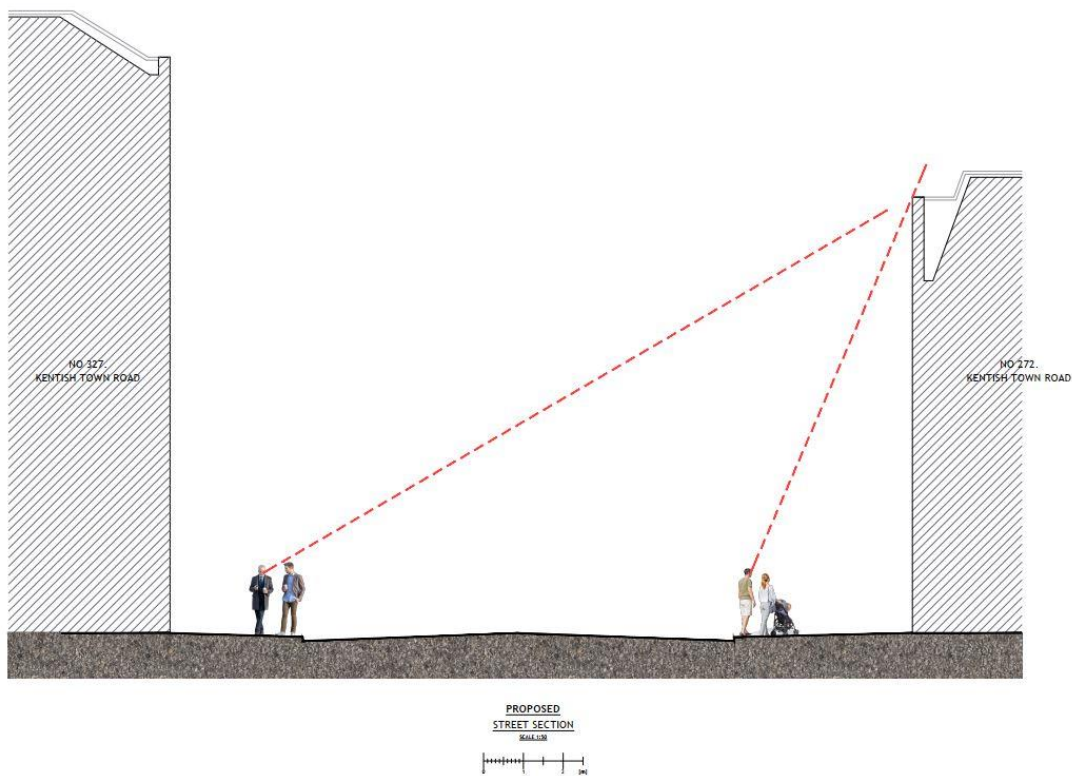
## **4. THE DEVELOPMENT PROPOSALS**

4.1 The current application consists of the following plans and documents:

- 202065.P.001 OS Map
- 202065.P.002 Existing Block Plan
- 202065.P.003 Proposed Block Plan
- 202065.P.101 Existing Ground and First Floor Plans
- 202065.P.102 Second Floor and Roof Plans
- 202065.P.103 Proposed Ground and First Floor Plans
- 202065.P.104 Proposed Second, Third Floor and Roof Plans
- 202065.P.301 Existing Front and Rear Elevations
- 202065.P.302 Existing Side elevation and Sections
- 202065.P.303 Proposed Front and Rear Elevations
- 202065.P.304 Proposed Side elevation and Sections
- 202065.P.305 Existing Streetscape
- 202065.P.306 Proposed Streetscape
- 202065.P.303 Existing Street Section
- 202065.P.303 Proposed Street Section

4.2 The proposal seeks to make optimum and viable use of the building for residential purposes whilst retaining a retail element on the ground floor. It proposes to replace existing 1 floor dilapidated rear extension to match height and depth of the extension at 274 Kentish Town Road.

Additionally, it is proposed to erect a mansard roof that would be just over 0.6m in height as seen from the front elevation and entirely invisible from the street as indicated on the section below



It is proposed to convert the existing 3-bed flat at first and second floor level into 2no. 1 bed self-contained flats set over three storeys.



## **5. PLANNING POLICY**

### **5.1 The Principle of Residential Development and Housing Need**

#### **l) National Planning Policy Framework**

The 2019 National Planning Policy Framework (NPPF) applies a presumption in favour of sustainable development, particularly where it relates to the provision of new housing.

Paragraph 117 of the NPPF states that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions”.

Paragraph 118(d) of the NPPF requires that planning decisions should “promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively”

Paragraph 118(e) states that planning decisions to “support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers”.

The document also places a great emphasis on significantly boosting the supply of new homes.

Paragraph 59 of the PNPPF confirms that “it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”. Paragraph 68 confirms that “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built relatively quickly”

## II) London Plan (2016)

London Plan sets out a minimum housing target for the London Borough of Camden of 889 new homes per annum between 2014/15 to 2024/25 1.

The Draft New London Plan increases this annualised average to 1086 2.

In order to meet this identified need, Policy 3.3 of the 2016 London Plan states that development plan policies should seek to identify new sources of land for residential development, including intensification of housing provision through development at higher densities.

Moreover, the New London Plan calls for an increased focus on small sites, which need to play a much greater role in housing delivery. Boroughs are encouraged to proactively support well designed new homes on small sites through both planning decisions and plan making in order to significantly increase the way in which challenging sites can meet London's housing needs.

## III) Camden Local Plan 2017 (CLP)

Camden Local Plan 2017 acknowledges and supports need for change and intensification of our built environment.

## 5.2 Siting, Scale, Design and Appearance

I) The proposal seeks to construct a mansard roof that is circa 0.6m high at the front and therefore from the street there will be no discernible change in the character and appearance of the building.

II) The replacement first floor extension to the rear is similar to the existing extension that is proposed to be demolished. The first floor rear extension is not visible from the public domain, and its height and depth match the adjoining building at 274 Kentish Town Road. There are no habitable room windows within 2m from the boundary on the adjoining site at 270 Kentish Town Road.

The proposal makes good use of the land and space at the rear.

III) Overall, the scale of the proposal, its form in relation to the site and its surroundings, and its design and appearance is appropriate to satisfy the requirements of local planning policy and guidance



### 5.3 The Impact on Neighbouring Properties

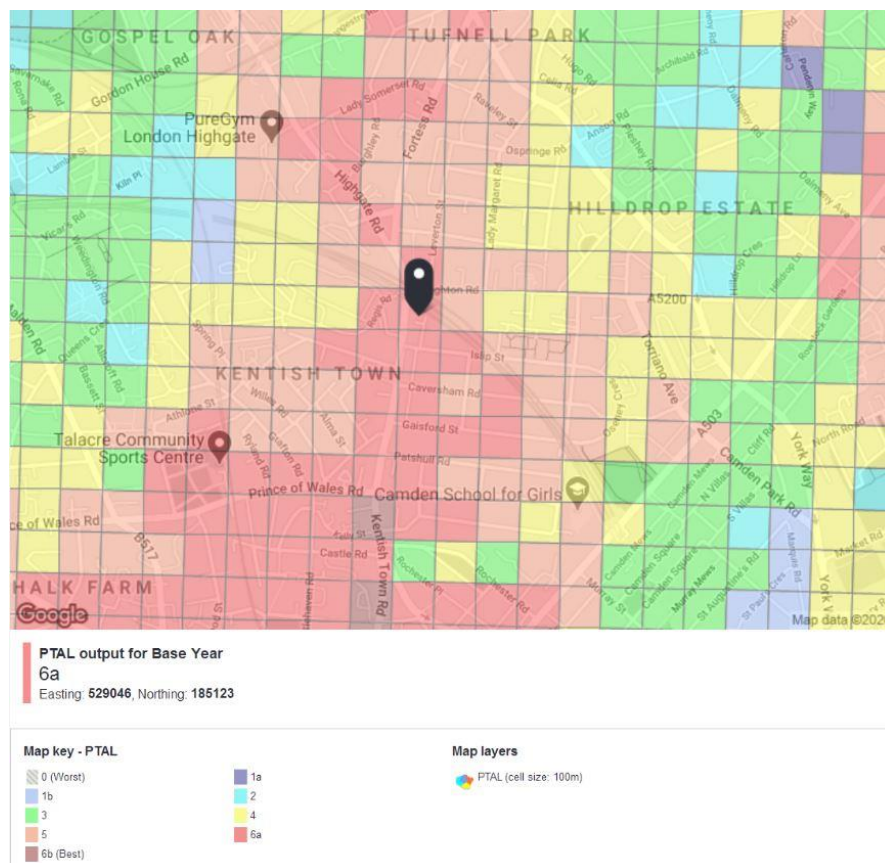
I) Careful consideration has been given to the relationship of the proposal with all neighbouring residential properties to ensure that there will be no significant impact in respect of daylight, sunlight, outlook or visual intrusion.

II) The positioning and form of windows and doors within the elevations will ensure that there are no adverse impacts on the amenities of the adjoining occupiers in relation to potential overlooking or loss of privacy. Windows to non-habitable rooms will be obscure glazed and fixed shut up 1.7m above floor level where necessary

III) It is appreciated that the actual construction of the development may cause some disturbance to neighbours. This may be inevitable, but it is envisaged that disturbance can be kept to a minimum through adherence to the Considerate Constructor’s Scheme.

### 5.4 Parking and Highway Considerations

The site is within an area of the highest possible access to public transport as identified by Transport for London’s WebCAT (Web-based Connectivity Assessment Toolkit), as indicated in the extract below. This uses a “Public Transport Accessibility Level” rating (PTAL) to measure locations by distance from frequent public transport services. A PTAL level of 1 is worst and a PTAL level of 6 is the best



## **6. CONCLUSIONS**

6.1 The proposed development has been designed to accord as closely as possible with relevant land use and design planning policies. The final design is considered to integrate well with the surrounding properties and will enhance the street scene.

6.2 We trust the submitted information is sufficient for the application to be validated and we look forward to a swift and positive outcome