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Alshajrawi Sami Projects

DESIGN & Access/Planning Statement

1-6 SPEEDY PLACE, London WC1H 8BU



[1]



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Architect Sami Almaqableh
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VAT Registration Number: 319 7127 92

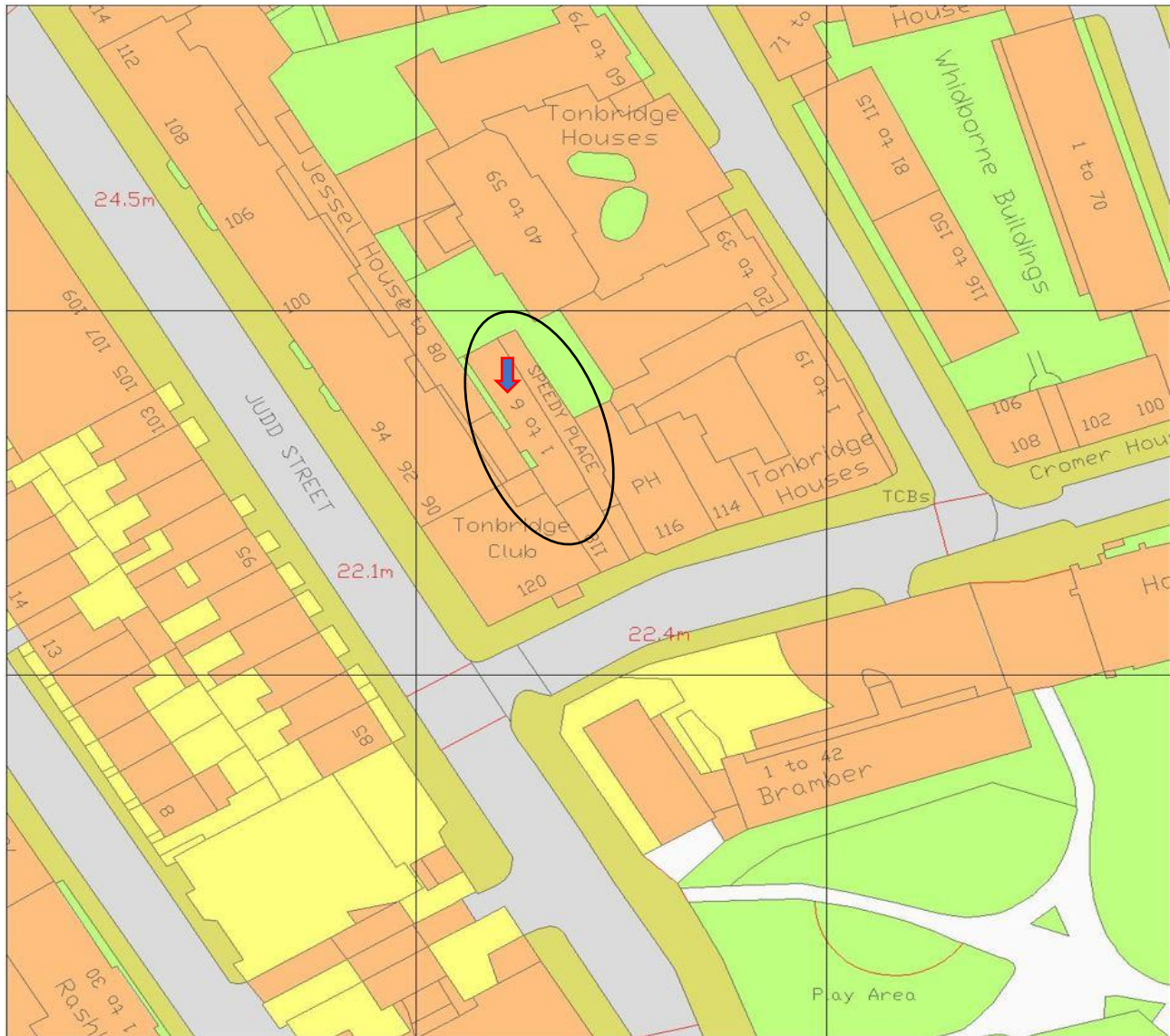


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**Fig.1 Site Location – UK Planning Maps**

[II]

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Fig.2 Façade View – July 2021

[III]



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LOCAL AUTHORITY

CAMDEN COUNCIL

PROJECT NAME: 1-6 SPEEDY PLACE

PROJECT DESCRIPTION: Change of use of the existing commercial unit (Class Order E) to residential units consisting of 4 flats on the ground and first floors, and associated internal alteration and external treatment to the front and rear elevation.
Opening a new window at Ground Floor

PROJECT CODE: ASP-21105_1-6 SP

CLIENT: NEWMARK PROPERTIES LTD, 245 WHITTON AVENUE EAST - GREENFORD UB6 0QQ

Document Reference: ASP-21105		Document Code: ASP-21105_1-6 SP_DSR_13.12.21	
DOCUMENT TITLE: DESIGN STATEMENT REPORT		Document Revision: 1	
	Issued by	Checked by	Approved by
Name	ASP Architects London	Architect Sami A	A.A.
Date	10.12.2021	12.12.2021	13.12.2021
Signature			

[IV]



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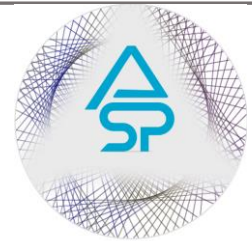
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1.0 INTRODUCTION & AIMS

This supporting Planning/ Design and Access statement has been prepared for the proposed development at 1-6 Speedy Place, London WHC1 8BU. The application proposes the followings:

Change of use of the existing commercial unit (Class Order E) to residential units (C3) consisting of 4 flats on the ground and first floors and associated internal alteration and external treatment to the front and rear elevation. Opening a new window at Ground Floor

The purpose of this statement is to justify the planning application proposals, to demonstrate that the proposal will not conflict with relevant planning policies and to show that the scheme will have a beneficial impact by re-using the building of underused empty office use. It will provide for additional habitable units n. 4 flats in the area (Conservation Area). Due to its setting and minimal external alteration it would not impact on the character and appearance of the surrounding residential/Shops uses, therefore, the new use of the building as residential units would not have an impact on surrounding residential occupiers.

The main efforts in design were focused to respect the architectural aesthetic, in terms of elevation views and not alter the façade with different construction materials, “exclusively we replace the old metal windows” and only opening a new window at ground floor

The current use class is E, and the offices are dismissed by the former tenant, now are vacant, due to the situation of COVID 19, where you can find the proof with a statement from the neighbors and Landlord, through an email sent by: **Mrs. Sharon Winder, the lease holder of the Boot Public House, 116 Cromer street – Kingscross, London Wc1h8bs, and Mr Francis Tardioli**

The change of use is regarding the whole block (Ground & First Floor), which will be corresponding a new disposition of n.4 one bed flats.

N.2 Flats at Ground Floor and N.2 Flats at First floor, therefore, with a total of n. **4 One Bed Flats**, as shown in proposed layouts. The lease holder (client), Newmake Properties Ltd, represented by Mr. Anwar Akbar, would use a whole space for investment activity, i.e., to renting the flats.



The design idea and proposal are inspired to satisfy client requirements, simultaneously to comply, satisfy and respecting the relevant POLICIES in Camden's Local Plan and Camden Planning Guidance Documents (CPG1 & CPG2) and the requirements/reasons of refusal of our previous Prior approval Ref:2021/4826/P

Notwithstanding, the new proposal respond in positive way to the existing contest and nicely integrated with the existing character of the area, in addition to contribute to make exciting places for living and safe environment, well integration with the surrounding area and creating a positive sense of community.

Our commitment and forces were exclusively focused to satisfy the policies of High Quality Design, because of the rich architectural heritage presents in the Borough and in addition, to the specifications in Borough Local Plan Policies D1 (Design) & D2 (Heritage).



2.0 SITE & SURROUNDING AREA

The site subject of this application is addressed as 1-6 Speedy Place, WHC1 8BU, the property is an empty office use at the present, dismissed and vacant subject of this application. The building is one storey “Ground and First Floors”. The building is accessed directly from Cromer Street

The site and surrounding area is in “*CONSERVATION AREA*” surrounded by residential building, shops and vary activity in Cromer Street. The site is bound by similar premises to the application site with similar design with different scale.

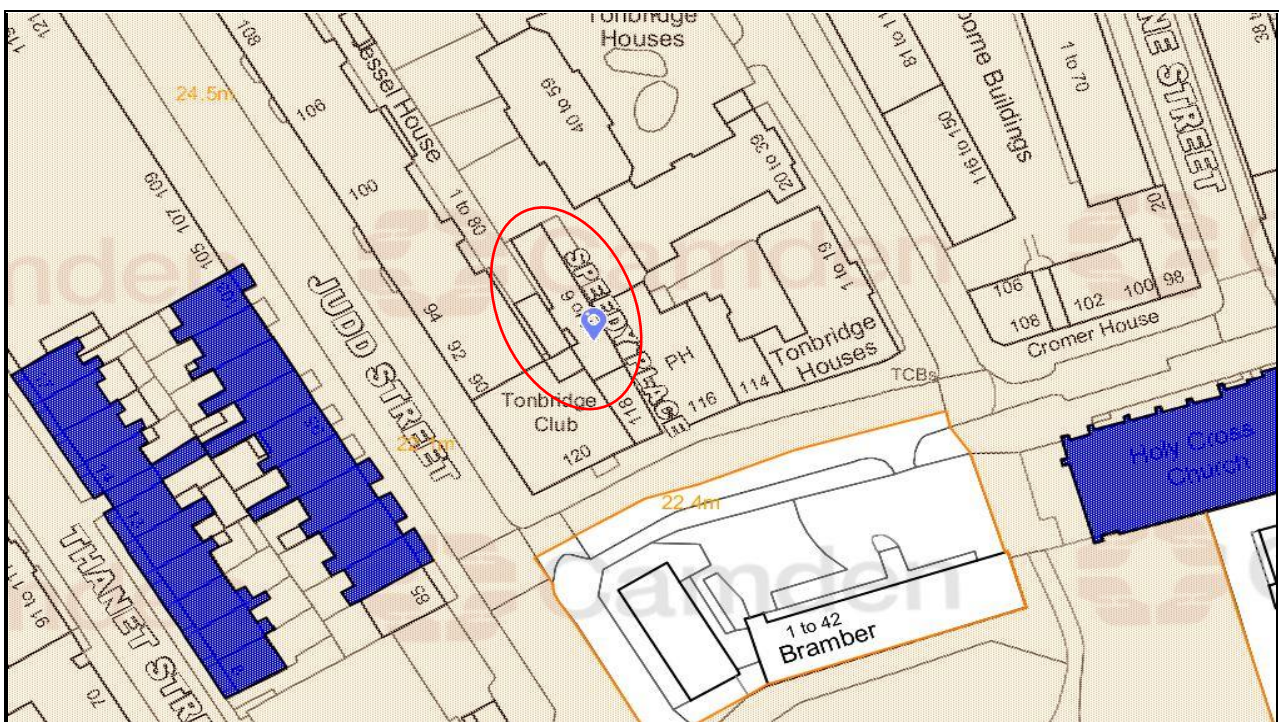


Fig. 3 – London Borough of Camden-Conservation Area Map

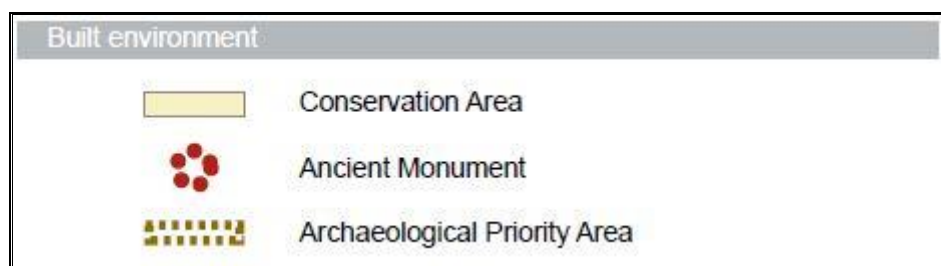


After our research and analysis of the site and the location area, we have taken in consideration that the building isn't Listed Building, but located in Conservation Area, as shown on Camden Council plans for Conservation area map (fig. n. 3) and London Borough of Camden-Policies Map January 2021 (Fig. n. 4).

The building is in growth & Community Investment Program Regeneration Area. As shown below in Fig.5 Camden Local Plan-Growth & Spatial Strategy



Fig. 4 – London Borough of Camden-Policies Map January 2021



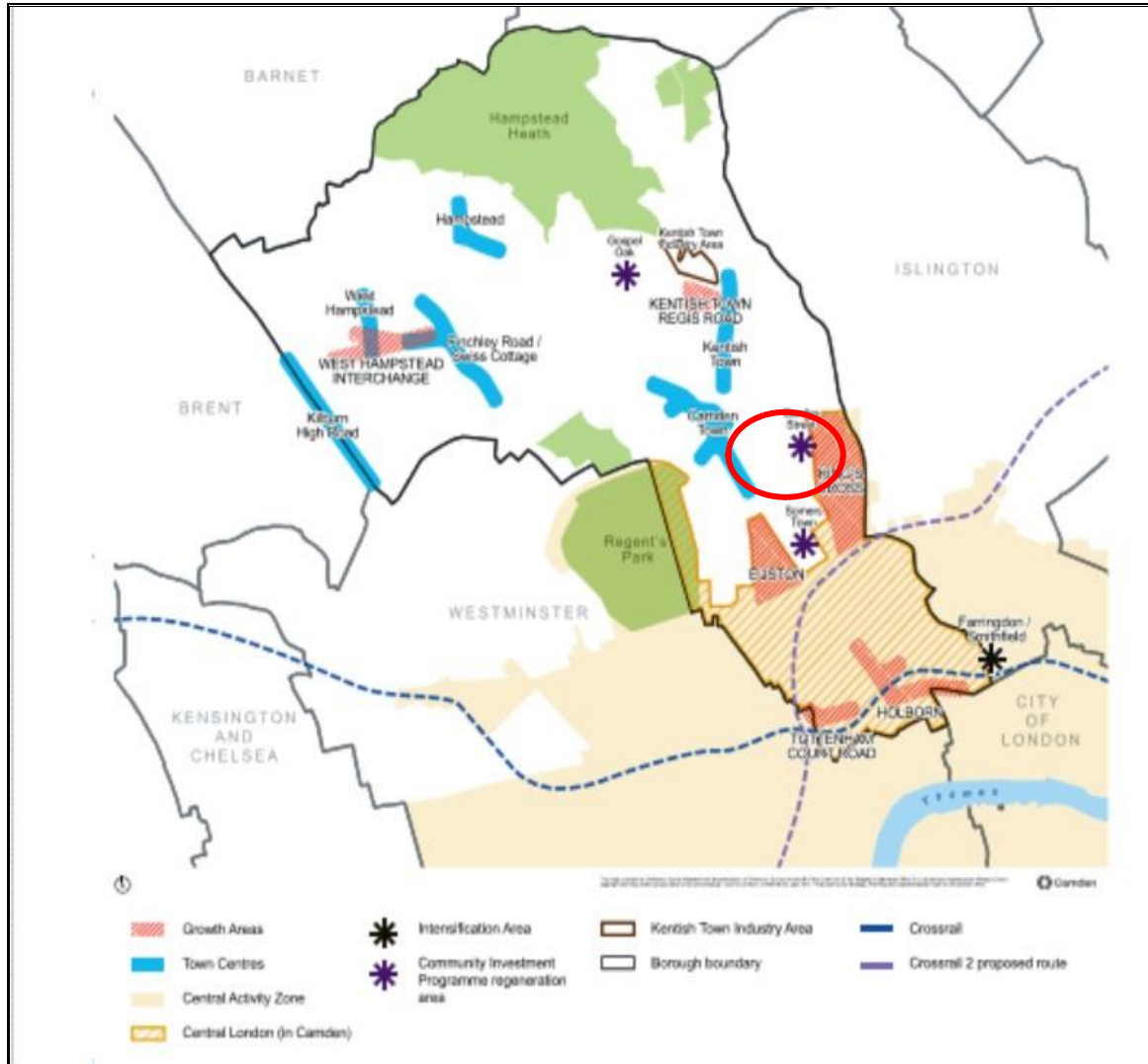


Fig. 5 – Camden Local Plan-Growth and Spatial Strategy

3.0 RILEVANT PLANNING HISTORY

ASP Architects London, represented by Architect Sami Almaqableh, has submitted a prior approval application, application ref.:2021/4826/P with the decision of refusal of the premises (Planning Officer Mr. Obote Hope, Chief Planning Officer, Daniel Pope). Therefore, this new Full Planning Application would be the result of compliance with the decision and reason of refusal.

4.0 THE PROPOSED DEVELOPMENT & PLANNING ANALYSIS

As referred earlier the development proposes:

Change of use of the existing commercial unit (Class Order E) to residential units (C3) consisting of 4 flats on the ground and first floors and associated internal alteration and external treatment to the front and rear elevation. Opening a new window at Ground Floor, replacing an external door with door/window

The primary issues for consideration in relation to this development proposal include the followings:

- The principle of the proposed C3 use
- Design and impact on character of surrounding
- Neighboring Amenity
- Highways, Parking and Refuse Arrangements
- CIL & S106 agreement

4.1 Principle of the proposed C3 Use

Due regard has been given to the fact that the building located in Conservation Area and not listed building, where conservation area 22 King's Cross advises a particular attention and contains some of most important historic buildings and structures in the country and has areas of a great strategic, interest and variety. Becoming a major gateway into central London.

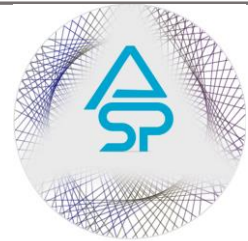
However, in this case there is suitable justification to warrant for the change of use proposed. The status of the building has been empty and unused for a long time, therefore the Landlord decided to leasehold the building to the applicant Newmake properties ltd because the original business use is not anymore requested and remain empty. The former tenant left the building due to the pandemic of COVID 19. (Please see the photographic report which testify the empty space. [Photos refer to 30.06.2021](#))

We have asked the owner of the Boot public house (pub) which is so close to the building to testify by email the vacancy of the building, as shown below in the email sent to asp architects London to attention "Architect Sami almaqableh".

"Proof of Compliance to criteria of MA.1"

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sami.a@asparchitects.co.uk

From: theboot pub <thebootpub@yahoo.com>
Sent: 12 December 2021 14:09
To: sami.a@asparchitects.co.uk

Good afternoon
To whom this may concern
My name is Sharon Winder I'm the lease holder of the The Boot Public House
116 Cromer street
Kingscross
London Wc1h8bs
This email is to confirm that the building 1 to 6 Speedy place opposite my business has been empty for over a year,
to my knowledge there has been no business or people occupying this building.
Kind regards
Sharon Winder

[Sent from Yahoo Mail for iPhone](#)

Fig. 6 – Proof of vacancy released by Boot Public House

In addition, that we directly contacted the landlord “Mr. Francis Tardioli”, with address is 39 Freegrove Road London N79RG and his contact numb.: 07576193534. The Landlord confirmed through our chat that the building is vacant since April 2020 and by email as below shown

sami.a@asparchitects.co.uk

From: Francis Tardioli <francistardioli@hotmail.co.uk>
Sent: 16 December 2021 20:10
To: sami.a@asparchitects.co.uk
Subject: 1-6 Speedy Place- Request for proof of vacancy

To whom which is concern

I am Mr. Francis Tardioli, Landlord of the building located at 1-6 Speedy Place, London WC1H 8BU.

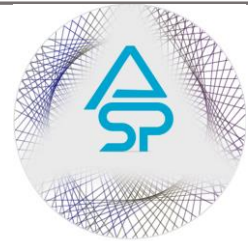
Address at : 39 Freegrove Road London N79rg, ph. N. : 07576193534

This email to confirm that the building 1- Speedy Place is vacant since April 2020, and no business or people occupied that building since that date.

Kind Regards

Mr. Francis Tardioli

Fig. 7 – Proof of vacancy released by the Landlord



Therefore, overall, from the perspective of principle it is considered that the proposed use is compatible in the area and the surrounding buildings. In addition, the proposed change of use (C3) of the building will provide a further n.4 residential unit which comply with the council strategy (Camden Local Plan 2017-delivery & Location Growth) to meet Camden's objectivity assessed needs to 2031 for 16,800 additional homes (Policy G1 & H1). The minor development complies with the relevant Camden Planning Guidance and in particular policies; D1 (Design), D2 (Heritage), C1 (Health & Wellbeing), T1 (Prioritising walking, cycling and public transport) and T2 (Parking and car free development). The floorspace of the entire building is not changing in terms of extension or adding further space and the main use as C3 would be retained on the site. This concept will add benefit of not being located near the main Cromer Street and it is located well in off the street so the physical alterations will not be noticeable.

4.2 Design and Impact on Character of surrounding

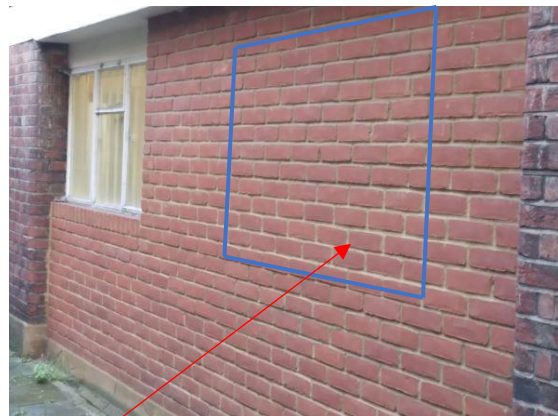
The proposed change of use to accommodate n.2 one bed flat at Ground floor and n. 2 one bed flat at First floor with common services area between the two flats at Ground Floor. We focused our design to maintain the exterior aspect as it is, and not causing any negative impact on the surrounding area, therefore, the front and rear elevations will remain as it is with a small opening of window at ground floor to consent the illumination and ventilation in flat n.1 (bedroom 1) as shown below



Door to be replaced
By new Door/Window



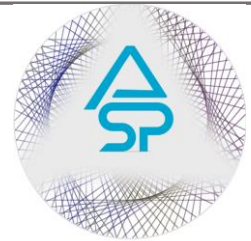
Position of new
Window



New Opening window-recent brick block

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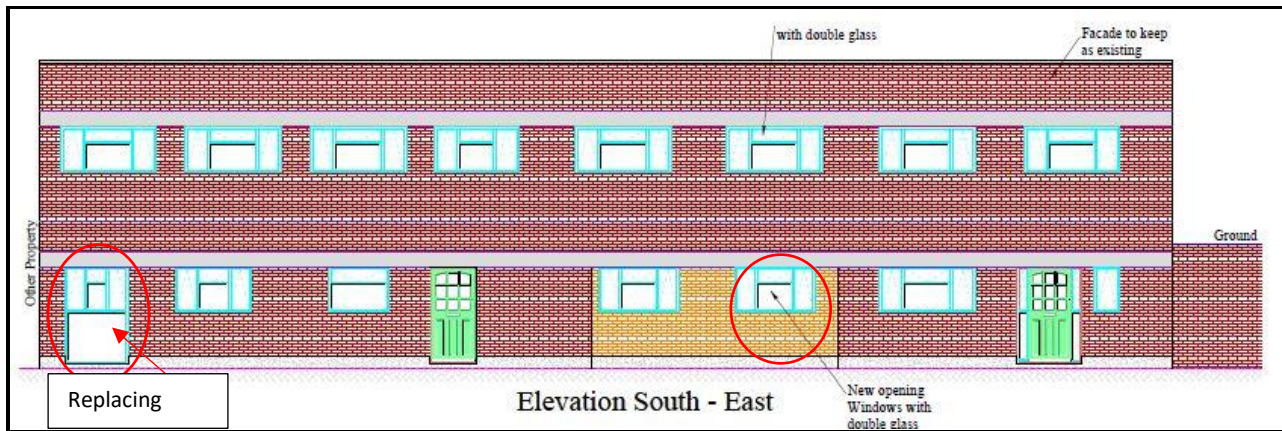


Fig. 8 – Proposed Front Elevation



Fig. 9 – Proposed Front Elevation (3D)



Fig. 10 – Proposed Front Elevation (3D)

The choice to open a new window on this front façade is exclusively to avoid any negative impact and not touching the old brick block on elevation, as you can observe, this part of the façade is done with different brick block and the insertion of new window will not harming the elevation, otherwise on old brick block will harm and causing a negative impact. The same concept applied to change the door with a new window in flat n.2 to ensure sufficient ventilation/Illumination.

The proposed layout for Ground Floor and First Floor present n. 2 flats per floor, this choice to reduce the number of flats from the previous application (n. 7 studio flats) and will comply with the criteria of Technical Housing Standard-National Described Space Standards & article 3 (9A) of the Town and Country Planning (General Permitted Development) Order 2015. The project is developed as the followings:

1- Ground Floor:

1.1 Flat 1 – G.I.A = **52.29** sq

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Bedroom 1, Living/Kitchen, Bathroom 1, Store 1 & Terrace 1

1.1 Flat 2 – G.I.A. = **38.84** sq

Bedroom 2, living/Kitchen 2, Bathroom 2, Store 2 & Laundry 2

1.2 Common Space, Technical room, Lobby and Ingress/Stair

2- First Floor:

2.1 Flat 3 – G.I.A. = **38.39** sq

Bedroom 3, living/Kitchen 3, Bathroom 3, Store 3 & Corrido 2

2.2 Flat 4 – G.I.A. = **44.72** sq

Bedroom 4, Dining/Kitchen 4, Living 4, Bathroom 4 & Store 4

2.3 Common Space: Corridor/Stair



Fig. 12 –Proposed Ground Floor – Flat 1 & 2

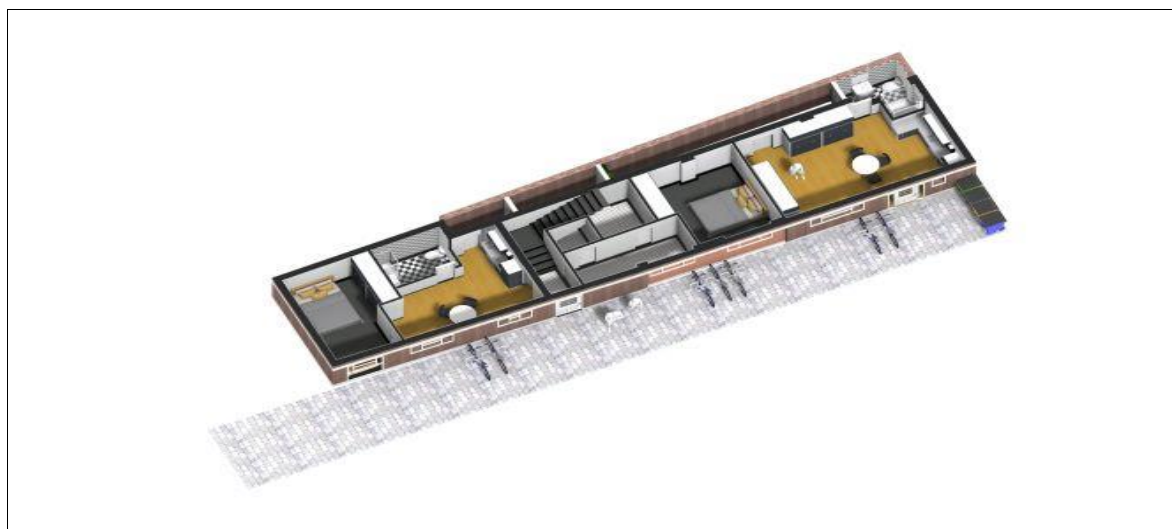
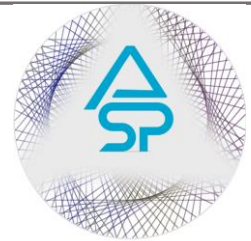


Fig. 13 –Proposed Ground Floor – Flat 1 & 2 (3D)

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Fig. 14 – Proposed First Floor – Flat 3 & 4

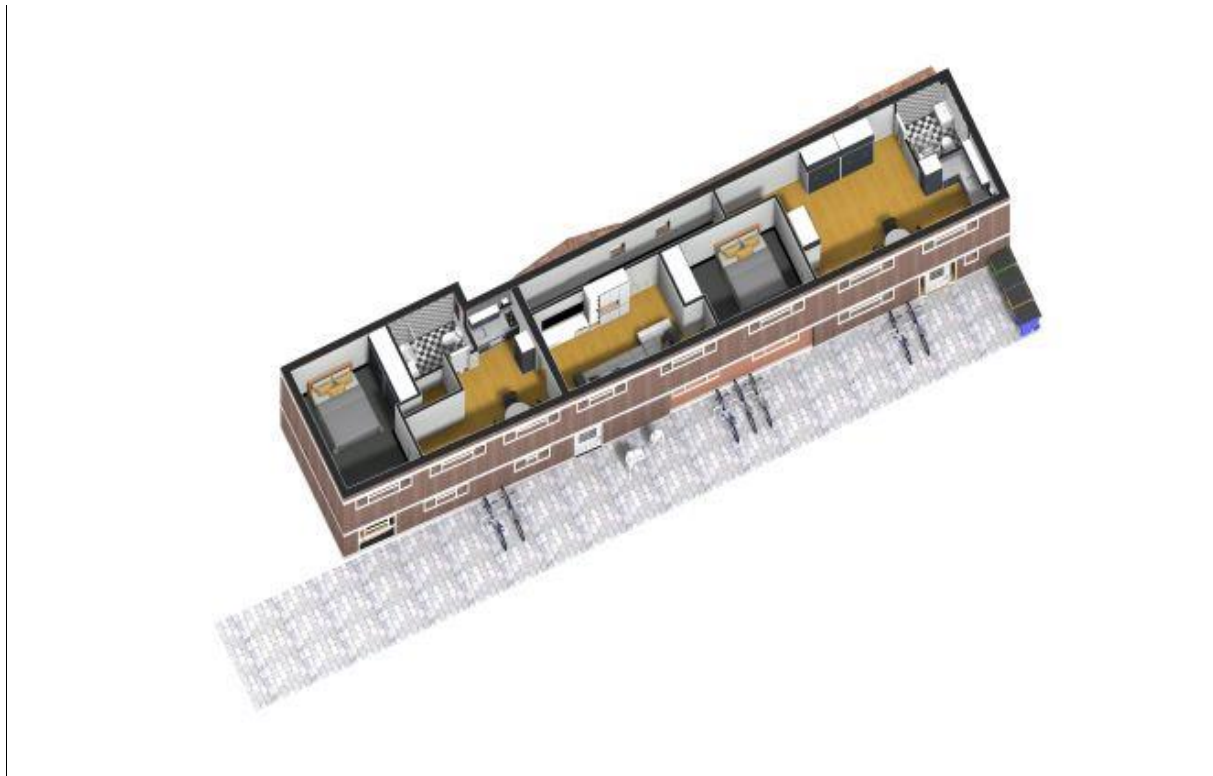


Fig. 15 – Proposed First Floor – Flat 3 & 4 (3D)

From the perspective of character and design appearance, it is considered the proposal is acceptable and should be accepted by the council. None of the alteration proposed can be seen from Cromer Street. Visually the proposed changes will certainly improve the appearance of the building, in particular **the precarious condition of the rear façade,**

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(Please refer to the photographic report - “External Views” to ascertain the real condition of the rear façade and the below photos taken on date 30th June 2021)



Fig. 16 –Existing Rear Views



Fig. 17 –Existing Rear Views (Whole)

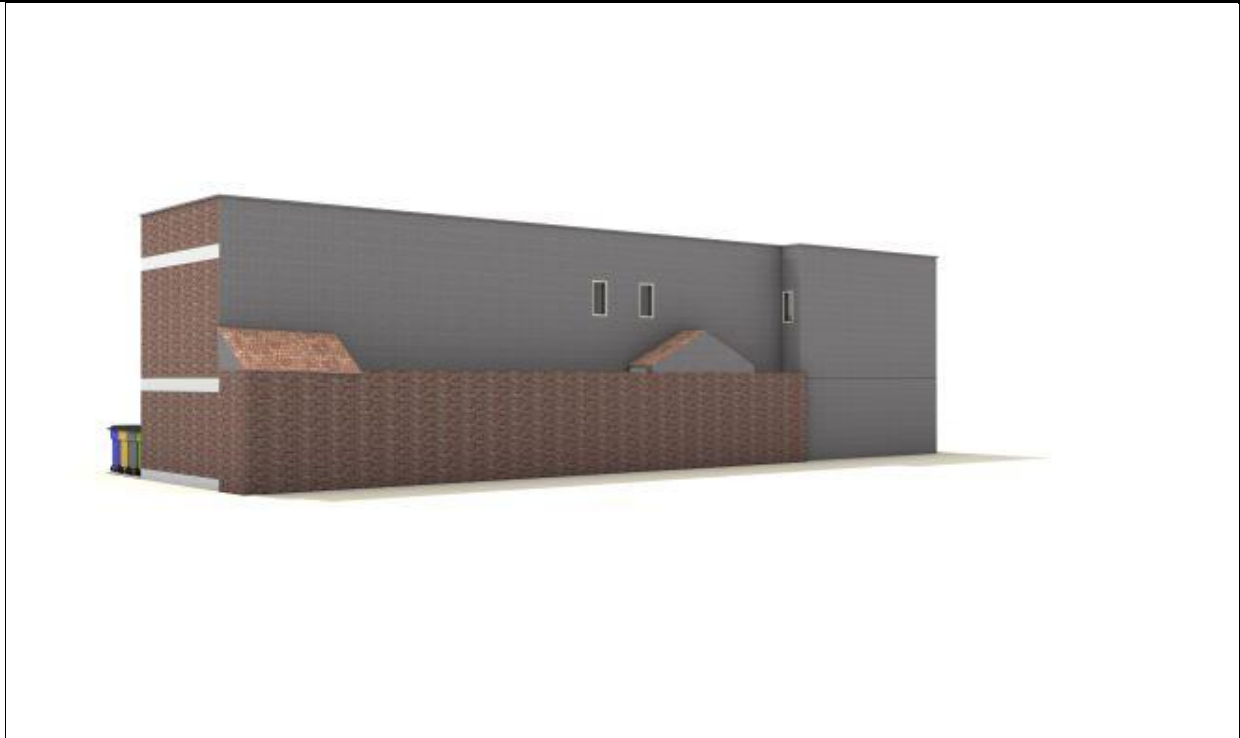


Fig. 18 –Proposed Rear Views (3D)

All these changes will have a beneficial impact by improving the appearance of the building, especially with the addition of repairing the rear rendering “same material and color” and replacing all the old windows “metal frame with single glass” with new thermal aluminum section frame with double glasses. These changes will add value to the building and the site, in addition to comply with the endorsed regulations of health and safety, Noise impact and sound insulation, ensuring a healthy environment and wellbeing habitability.

1.2 Neighboring Amenity

From the perspective of neighboring amenity, the proposed should be acceptable, because the proposed change of use would be accommodated in residential surrounding area. In addition, the view of the new proposal couldn't be seen from the main Comer Street, only inside 1-6 Speedy Place. Therefore, All these changes will have a beneficial impact by improving the status of the building and the appearance of the rear of the building and site which is really in precarious and degrading conditions.

1.3 Highway, Access, Parking and Refuse Issues

Due regard is given to the fact that the site is located in Conservation Area, and the PTAL rating (Public Transport Access Level) checked in the website of Transport of London (tfl.gov.uk), we confirm that our project at Speedy Place, WC1H 8BU – coordination; *Easting:530209 & Northing:182638*, the classification of the area is **PTAL 6b (Best)**. The proposal lies at a major public transport interchange and recognised in the London Plan as having the best public transport accessibility in London. Therefore, our development would not lead to any unacceptable on the public transport and highway networks, because of the transport facilities are located closet to our development and maximise the connectivity of the area to the surrounding communities and facilities. High-Quality walking from the site to the transport service, such as bus stations by walking 150m, you easily reach the service and travelling to different direction in London area, North-South, and East-West



In addition of King's Cross, St Pancras & Euston Stations, that allow easily to reach by walk (200-700m) and travelling with Rail services, national and international travelling, plus the underground service (most of metropolitan lines passing at King's Cross & Euston Stations), *Circle, District, Hammersmith, Metropolitan, Northern, Piccadilly, Victoria line and London Overground*.

(The development at King's Cross should contribute to a new quality public realm, connecting surrounding areas firmly and positively, and softening the transition between established and new. The main elements are paving, lighting, street furniture, hard and soft landscaping treatments and other fittings, bridge improvements and signage, to create attractive and safe places that encourage the free flow of people to and from new developments) "King's Cross Opportunity Area Planning & Development Brief"

We are incorporating in our proposal of secure cycle storage facilities, n.4 for habitant and n. 3 places for hosts with a total n. of 7 cycle storage. The access to the building does not allow any vehicle to enter and exit at anyone time, this would be clearly confirmed by the location of the building and photographic report (P150) External Views. There are two accesses to the building; one independent access to the flat n.1

(Ground Floor) and common access to the flat 2 (Ground Floor), and flat 3 & 4 (First Floor), this is strategy to ensure safe entrance and exiting without creating any congestion or disturbance during working hour or negative impact.

The parking would create a serious problem in the area, due to location and the road network is heavily trafficked and congested, with Euston Road being the northern boundary road to the Central London Congestion Charging Scheme.

Taking in consideration the difficulty and the planning obligation in the area, the developer is available to achieve an agreement with the Local Authority for S106 agreement to ensure the residential units as a CAR-FREE. The modality and time schedule for the agreement that the Local authority decide, the developer will accept and comply with clauses in the achieved agreement.

Refuse of the occupiers would be storied in definite zone (waste zone) where are allocated n. 4 movable bins in different colours, to allow the waste recycling and to be easily moved to street frontage on collections day by garbage wagon passing in Cromer Street.

However, it is considered the proposal would have an acceptable impact onto traffic and parking in the area, especially the proposed S106 agreement, would not impact on highway function and general parking in the area, and other issues such as servicing, and deliveries can easily be accommodated for on site.

1.4CIL & S106 Agreement

The proposed development is subject of CIL (Community Infrastructure Levy), because our G.I.A. exceed 100sq, therefore it would be applied as per London Borough of Camden CIL charging schedule takes affect after 30th October 2020.

The developer will accept a S106 Legal Agreement to secure the residential units as CAR-FREE as cited on Prior Approval letter, Ref: 2021/4826/P

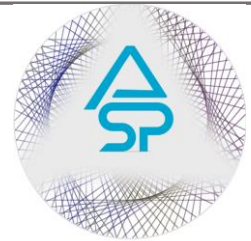


2 CONCLUSION & CONSIDERATION

All current planning law and legislation requires that applications for planning permission are determined in accordance with the local development plan and regional planning policies unless material considerations dictate otherwise. The National Planning Policy Framework has established a presumption in favour of sustainable development while paragraph (19) also advises that significant weight should be placed on the need to support economic growth through the planning system.

It is considered this proposed scheme should be accepted for the following reasons:

- The proposal would provide for a compatible and complementary use within the Conservation Area providing a new residential unit, complying with Camden Local Plan Strategies to increase the number of residential units until 2031.
- The existing block/building can remain as it is, in terms of construction volume and floorspace occupied and no request for extension or alteration in the elevations.
- The proposal as a result of the relatively minor changes proposed in elevations and a new internal distribution to accommodate the new 4 flats. Therefore, the development would have a limited and acceptable design impact and significant improvements on precarious and degradant conditions of the building.
- The proposal would have an acceptable impact in terms of neighbouring amenity to adjoining residential/businesses in the area and separated from any neighbouring residential occupiers in the area, contrary to most of the building urbanised locations on Cromer & Judd Street.
- The development is not considered to pose any significant impacts in terms of parking/ highway function and safety to warrant refusal, due to the developer acceptance to enter in S106 Legal Agreement to secure the residential units as CAR-FREE



The proposal would have an acceptable access and no car transition or parking, but with suitable store for bicycles to incentive occupiers to adopt the concept of clean air and less contamination and enjoyment the city through walking or cycling and contribute to achieve the goals of COP26

To conclude, on balance of all material considerations, this proposed development is considered acceptable, (**satisfying all conditions and reasons of refusal of the prior approval application ref.:2021/4826/P**), and it is respectfully requested that planning permission is granted. If you require any further information or any amendments or clarifications in relation to the proposed scheme, please do not hesitate to contact us on the details as on the planning application form.

Special thanks go to Development Management Regeneration and Planning Managers and Officers – London Borough of Camden

Thanks in advance and kind Regards on behalf of ASP Architects London Ltd & Architect Sami Almaqableh

London; 13th December 2021