

Design and Access Statement

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

CHANGE OF USE FROM SUI GENERIS TO B8 STORAGE

AT

107E BARTHOLOMEW RD,

KENTISH TOWN

NW5 2AR

SEPTEMBER 2022

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1. INTRODUCTION

- 1.1 This planning application seeks retrospective planning permission for a change of use application from sui generis (van rental) to B8 open storage.
- 1.2 At the present time the owner of the land does not require all of the open storage space it is using for the operating business. It has therefore decided to rent a piece of land on the south east side of Gaisford Street to a third party business.
- 1.3 The site is a small triangular piece of land with a permanent storage building, open fencing and gates onto Bartholomew Road.
- 1.4 This application includes the retention for a temporary 6 month basis a moveable storage container.

2. DESCRIPTION OF THE SITE AND SURROUNDINGS

- 2.1 As mentioned, the site is a small piece of land abutting an above section of operational railway to the north east. To the south and west are residential properties.
- 2.2 The site does not contain any listed buildings but is within the Bartholomew Estate Conservation Area.
- 2.3 To the west and north west are various open storage areas including an office, workshop and storage buildings relating to the H&H Van Hire operation. The street scene is pre-dominantly residential with this commercial type operation centred around the Bartholomew Road and Gaisford Street junctions.

3. PLANNING HISTORY

- 3.1 2011/5600/P - Installation of a new electrical meter pillar and replacement of existing telecommunication equipment cabinet outside 107E Bartholomew Road. – Granted.
- 3.2 2006/3068/P – Erection of a 10m high telegraph pole, two antennas and ground floor equipment cabinets (revision to previously approved scheme ref: 2005/5496/P granted 9 February 20006 which seeks to move the location of the pole by 1.5m – Granted.

4. PROPOSED USE

- 4.1 The site is currently being used as a site to store catering supplies serving Camden Market. This is less than 1km to the south. The site's storage requirements includes equipment including pop up gazebos and tables, portable cooking equipment including hob burners, as well as electric cables and signage for the stalls. This has therefore removed the storage of vehicles from the site and replaced it with the storage of catering supplies.
- 4.2 The request is for Change of Use from Sui Generis (Open Storage) to B8 Storage.
- 4.3 The tenant advises there is usually one pick up of supplies in the morning and then one of the evening. This would be between the hours of 0700-1800 Monday – Friday, 0700-1300 Saturdays. The proposed catering use proposes 4 in and 4 out vehicles per day, representing 8 movements per day.
- 4.4 At the present time (summer 2022) this is a busy period for catering. A temporary storage container has been brought onto the site to deal with the situation. It is proposed the container will be on site until the end of the summer period (October 2023). It will then be removed.
- 4.5 The applicant is willing to consider any site screening in terms of planting or sheeting on top of existing fencing to reduce the impact of the site.

5. PLANNING POLICY

- 5.1 The Policy Framework surrounding the application comprises the following documents:
- The Camden Local Plan dated 3 July 2017;
- D1 – Design
D2 – Heritage
E2 – Employment premises and sites
A1 – Managing the impact of development
A4 – Noise & Vibration
- The National Planning Policy Framework (2019):
- Section 11 – Making Effective Use of Land
 - Section 12 – Achieving Well- Designed Places
 - Section 16 – Conserving and Enhancing the Historic Environment

6. PLANNING CONSIDERATIONS

6.1 The main issues are:

- Whether there would be any significant impact on the Conservation Area; and
- Whether the proposed use would represent any impact on the local amenity.

6.2.1 Impact on Conservation Area

The site is located within Sub Area 1 of the Bartholomew Estate Conservation Area. It is located on the edge of the Conservation Area on land dominated by the operational Network Rail land.

The site represents land set aside for access to the railway and therefore was likely used when the railway was constructed. Over time various small structures have been built with most of the land operated by H&H Van Hire being used for open storage for hired vehicles.

The site when viewed from the highway is open in nature with one clad single storey building located to the rear of the land. The existing building and proposed temporary structure represent 20% of the overall storage capacity of the site and therefore approximately 80% of the site will remain open.

The applicant has included the Bartholomew Conservation Area statement with this applicant. There is no reference to this land in the document. Given the location of the site and the qualities it possesses, its contribution to the Conservation Area is considered to be limited but still important.

Paragraph 199 of the National Planning Policy Framework 2021 (the Framework) advises that when considering the impact of development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 200 goes on to advise that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting and that this should have a clear and convincing justification. Given the limited scale of the proposal, it is suggested the harm to be less than substantial in this instance but nevertheless of considerable importance and weight. Under such circumstances, paragraph 202 of the Framework advises that this harm should be weighed against the public benefits of the proposal.

The proposal represents an opportunity to provide a nearby storage facility in close proximity to the operation catering site (Camden Market). The site therefore contributes to the employment and complies with policy E2 which seeks to protect premise for continued business use. The sustainable location of the site also means less vehicle movements would be generated than using a site further away from Camden Market. Obviously supplying food facilities represents a significant public benefit.

The proposal would therefore not conflict with the Local Plan policy D2 which seeks to preserve and enhance the historic environment but also comply with National and Local polices which seek to promote a sustainable healthy economy.

6.2.2 **Impact on Local Amenity**

The baseline for consideration is the current situation on site being used by H&H Van Hire. Previously the site could store 7 vans at any one time. This would represent at least 14 vehicle movements per day, given vehicles were being repaired, serviced and valeted. The proposed catering use proposes 4 in and 4 out vehicles per day, representing 8 movements per day. This means the proposed use would lead to a 43% reduction in movements leaving the site. It is considered this reduction in movements would mean less noise and disturbance to local residents; a considerable improvement to the current permitted use.

As indicated the hours of operation proposed are 0700-1800 Monday to Friday, 0700-1300 Saturdays. This would be the same as the current use. However the nature and requirements of the use, the quantum of activity would be less than the current van hire use. The proposed use would represent a quieter and less noticeable use when compared to the sui generis, van hire use.

The proposal would comply therefore with Local Plan Policy A4 and National Policy ensuring the amenity of residents are protected. In conclusion the proposed change of use will lead to a reduction in use of the application site. The proposed use will cause minimal disruption to local residents and not negatively affect the local amenity of residents.

7. CONCLUSION

- 7.1 The proposed development seek permission for change of use from sui generis (van hire) to B8 storage.
- 7.2 The proposed use would result in considerably less impact on the locality and environment by virtue of the change of use. This can be quantified in less vehicles leaving and arriving at the site compared to the current use. It would also result in a less impact on the local community because the storage of catering equipment by its nature only requires collecting and storing compared to multiple trips and movements of vehicles required for hire, servicing and repairs. No other activities are proposed on the site.
- 7.3 The potential impact on Bartholomew Conservation Area is considered to be limited based on the site's location, close to an operational and busy main line and underground railway and due to the impact such a small site would likely generate.
- 7.4 The impact on the immediate local residential amenity is considered to be limited also. This is based on the generation of fewer vehicle movements from the site and the limited requirements caused by B8 storage use.
- 7.5 In summary the proposed change of use will not lead to any intensification from the current commercial use.
- 7.6 The Council is therefore kindly requested to grant planning permission for the change of use at 107e Bartholomew Road, Kentish Town, NW5 2AR.

APPENDIX A – Photograph



APPENDIX B – Bartholomew Road Conservation Area Statement