DESIGN AND ACCESS STATEMENT December 2022 Rev A

Apartment scheme 139 – 147 CAMDEN ROAD, LONDON, NW1 9HA Camden

Site Location

CONTENTS

1 INTRODUCTION

This Design and Access Statement (DAS) is written in support of the Planning submission to Camden Council for the provision of a prestigious high quality residential Development for 6 Apartments.

The proposed development comprises of a Four storey building comprising 6 units, each providing accommodation for:
2 x 1B studio units, 3 x 1b 2p units and 1 x 2b 4p unit. The DAS focuses upon the way in which the proposals have been resolved through an understanding of the setting, scale, massing and relationship to surroundings.

This document should be read in conjunction with the following information submitted in support of the application:

Planning Statement	Prepared by SM Planning
Drawings	Prepared by Engineroom Architects
Reports/Advice:	Acoustic Report prepared by Venta Acoustics
	ArboriculturalReport prepared by Landmark Trees
	Tree Root Trial Hole report prepared by Arboaereation Ltd
	Sustainability Report prepared by EEABS
	Contamination Assessment report prepared by GEA

1.1 APPLICATION TEAM

Client	Harry Motors II
Architects	Engineroom
Planning Consultant	SM Planning

2 LOCATION

2.1 SITE AND CONTEXT

The plot is located to the north of Camden Road (A503), a main road with residential dwellings and a bus stop directly opposite. To the south west of the site is Auto Deutsche, a vehicle repair and restoration business, and further to the south is a 24 hour Esso/Tesco fuel station and convenience store. To the north of the site is Cantelowes Gardens, which contains a concrete bowl skatepark and tennis courts. To the north east of the site run open railway lines, which run underneath the Auto Deutsche building.

The site comprises an existing single storey vehicle service/ car sales building (Sui Generis use class) and is located within the London Borough of Camden. The surrounding area is predominantly residential in character but the site is in close proximity to a school and a petrol filling station. The application building site is not Listed and is not located in a Conservation area but is located within the setting of Camden Square Conservation Area boundary which is located on the opposite side of Camden Road and therefore is within its setting.

The site has vehicular access off Sandall Road and Camden Road.

The site is well located with respect to access to existing bus and rail transport infrastructure, reflected in its public transport accessibility rating (PTAL) of 4. It is located within zone 1 of the Environment Agencies flood mapping and therefore is at low risk of flooding.

The Railway lines to the south-west of the site are in a cutting with inclined brick retaining walls retaining the ground on either side. There are also tunnel headings where the railway lines run below Camden Road adjacent to the site. The tunnel headings are constructed from brick arches. The actual red line boundary of the proposed development site is set back by approximately 3.5m from the tunnel arches and inclined retaining wall to the railway cutting. The single storey Auto Deutsche building sits on top of the tunnel heading arches. Currently the site is fully hard-paved and used as a ground level carpark.

Auto Deutsche Building

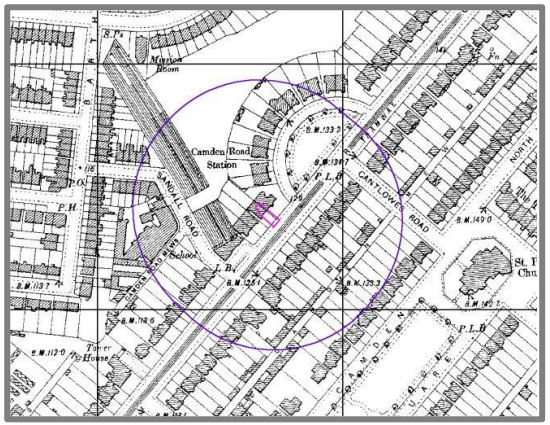
The only access to the proposed parking area on Ground Floor is via the existing access on Sandall Road, through the Autodeutsche garage which will remain the same. No access via Camden Road to the garage is proposed, and their current entrance from Camden Road towards the parking area which this proposal builds over, and would be permanently closed with the intent of preventing noise, security, safety and access issues.

2 LOCATION (Cont'd)

2.2 HISTORY OF THE DEVELOPMENT OF THE AREA

The surrounding area is characterised primarily by 2-4 storey residential properties with landscaped front gardens and low level brick boundary treatments. The school site is a notable departure from the prevailing character of the area, characterised by larger scale buildings on significantly greater footprint that do not follow the prevailing perimeter block arrangement.

The earliest map studied from the Historical maps show that in 1873-1874 the site was occupied by semi-detached Victorian housing. The railway lines and tunnel headings to the south-west of the site were already developed at this point and the historic Camden Crescent was situated to the north of the site which consisted of a crescent of semi-detached dwellings.



Snip from 1895 MAP
The 1895 maps shows that the layout was unchanged since 1873-1874.

By 1916 the cutting for the railway lines had been widened and the retaining wall had been constructed. The semi-detached dwellings on the site had been reduced. Camden Crescent to the north of the site remained.

Between 1956 and 1969 the semi-detached housing on the site was demolished, along with Camden Crescent to the north of the site. A playground and the public amenity space of Cantelowes Gardens was created in this period also. Up to 1991 the site remained largely unchanged.

Between the 1991 and 1995 it appears as though the playground to the south of Cantelowes Gardens was removed. In around 1992 a fuel station was constructed on the site. The canopy of the filling station sat over the brick arches and below ground petrol and diesel tanks were installed below the footprint of the proposed development site.

The petrol station was demolished and a new single storey building was erected over the tunnel arches around 2009. This development saw a change of use to the site from a petrol filling station to a motor vehicle maintenance and repair facility with car parking to the north end of the site where this new development is now proposed to be erected. A Phase II Environmental Assessment prepared by Ramboll at that time indicates that the fuel tanks buried below the ground to the north of the brick arches underneath the footprint of the proposed development site were decommissioned / foam-filled.

2 LOCATION (Cont'd)

2.2 HISTORY OF THE DEVELOPMENT OF THE AREA (CONT')

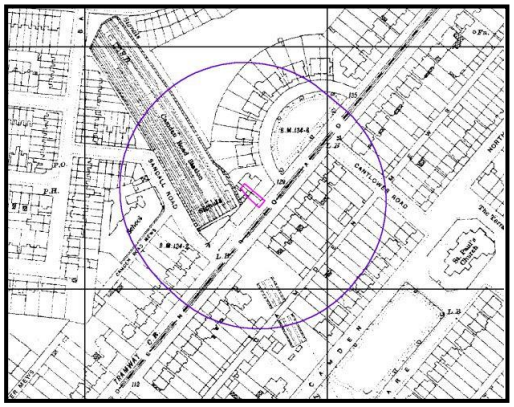


Figure 1 – Snip from 1916 Map

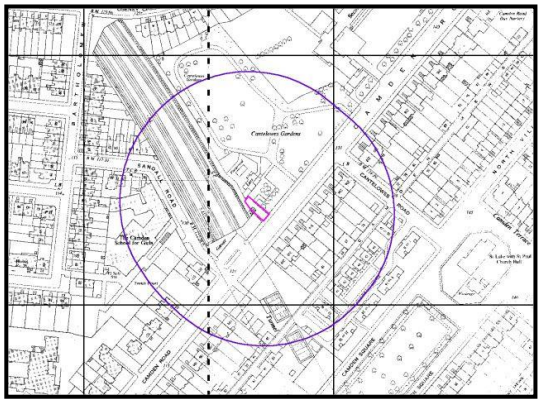


Figure 2 – Snip from 1956-1969 Map

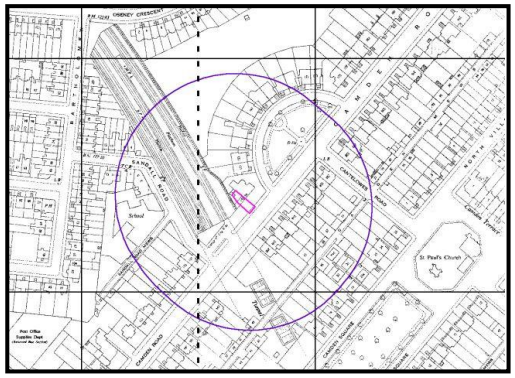


Figure 5 – Snip from 1953-1954 Map

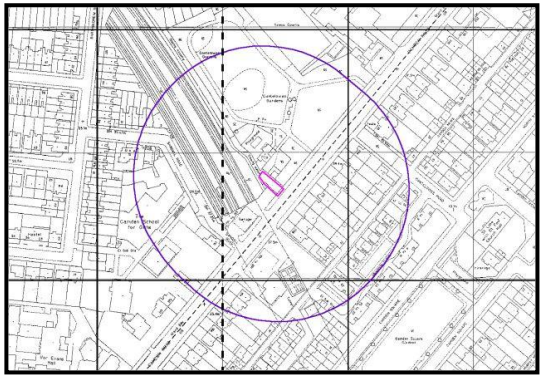
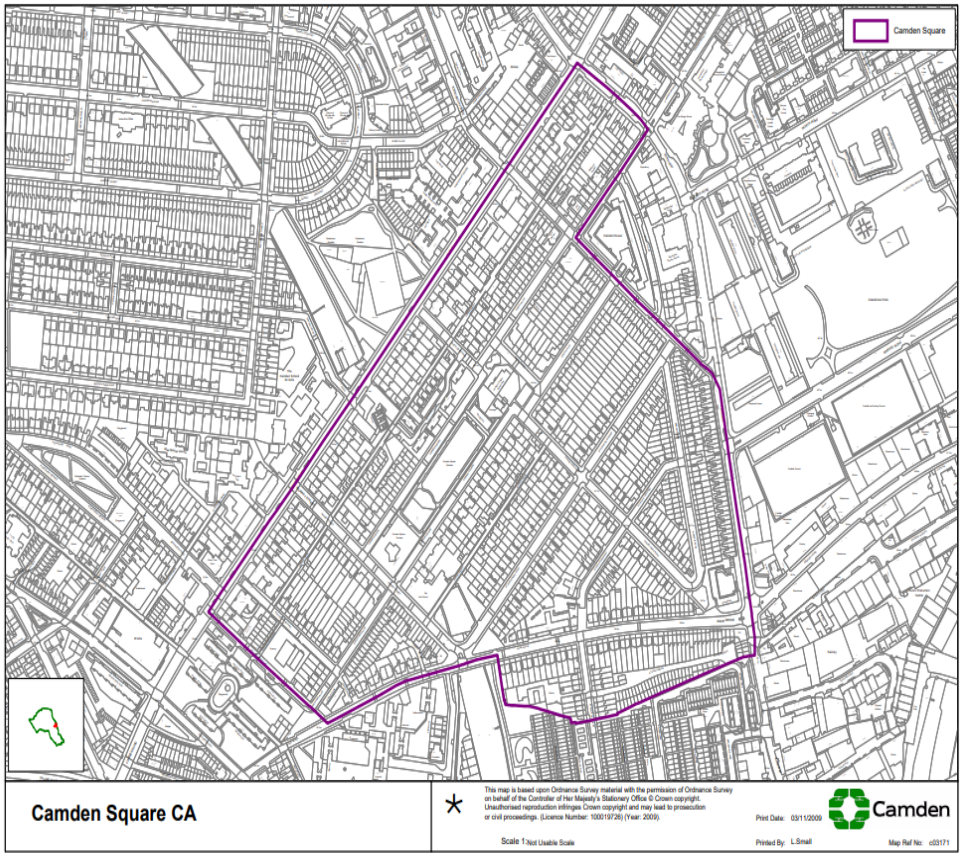


Figure 7 – Snip from 1991 Map

2 LOCATION (Cont'd)

2.3 TOWNSCAPE

Camden Square Conservation Area is a primarily nineteenth century inner London suburb. It is a planned development, in a gridded street layout running parallel to and perpendicular from Camden Road, and the layout is focused around Camden Square. Camden Square forms the centrepiece of the planned development; however, the special character of the area is that it is also diverse when looked at in detail. The architecture is not uniform around the Square, phased development is evident in groups of buildings, and some plots have been developed individually.



This is reflected in the size of plots, layout and the elevation treatment of the houses. The building of the railway through the area, the impact of Wartime damage and later infill development have all contributed to the evolution of the area.

The two mews behind the Square contain Inventive building developments that have also evolved over time. This has resulted in a character that is a unique mix of nineteenth, twentieth and twenty-first century ideas of the mews concept, from functional service areas to exemplars of urban living.

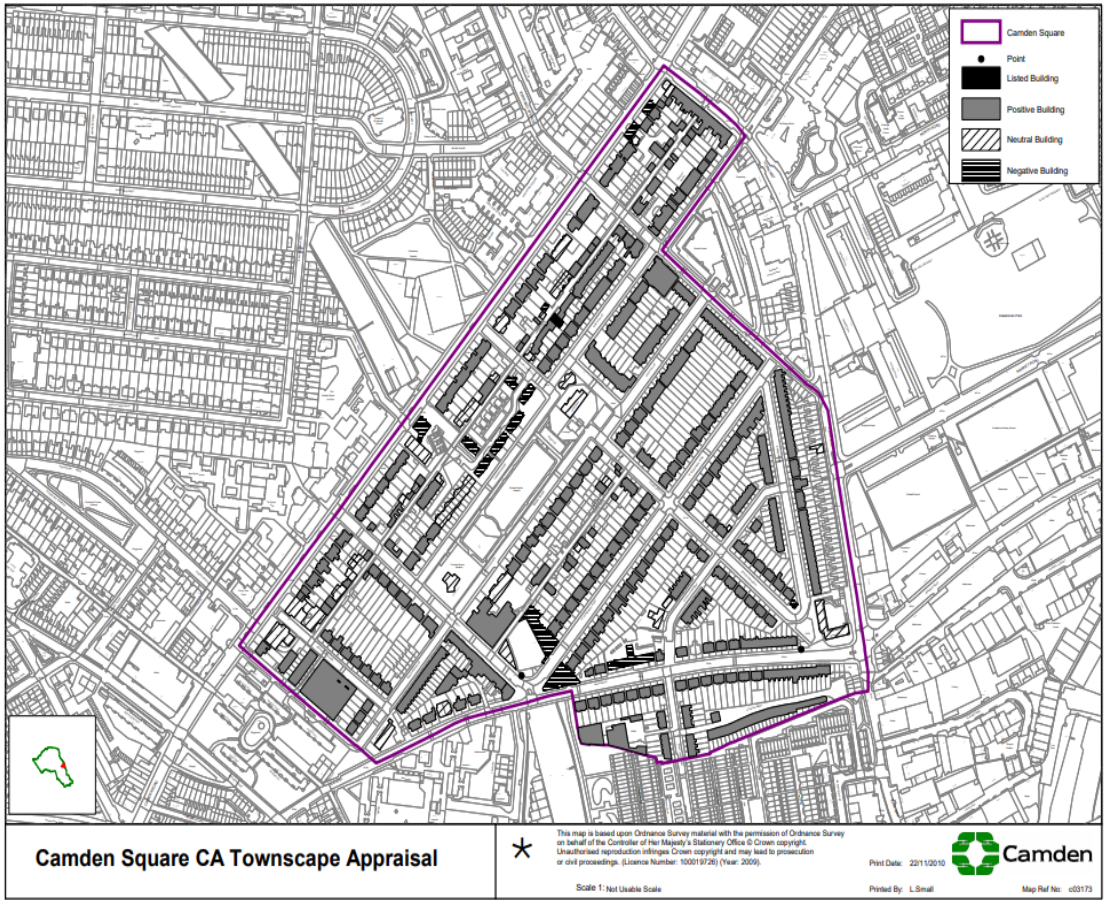
The area also contains some 'gap sites'. The most poignant is the site of the lost St Paul's Church, a Victorian gothic church with prominent spire that was demolished in 1956 which was located at the north end of Camden Square at the crossing with Cantelowes Road.

This has been replaced with low buildings with poor landscape surrounding them, Also, the junction of Agar Grove, St Augustine's Road and Murray Street is a vacant site that fails to define the entrance, and mars the view of the area from the south and east.

2 LOCATION (Cont'd)

2.3 TOWNSCAPE (cont'd)

The character of the area is centred upon Camden Square, a long green space running north east to south west parallel to Camden Road and at the heart of the grid of streets running parallel and perpendicular to Camden Road.
The area was laid out over fields as a planned development from the 1840s to completion around 1880.

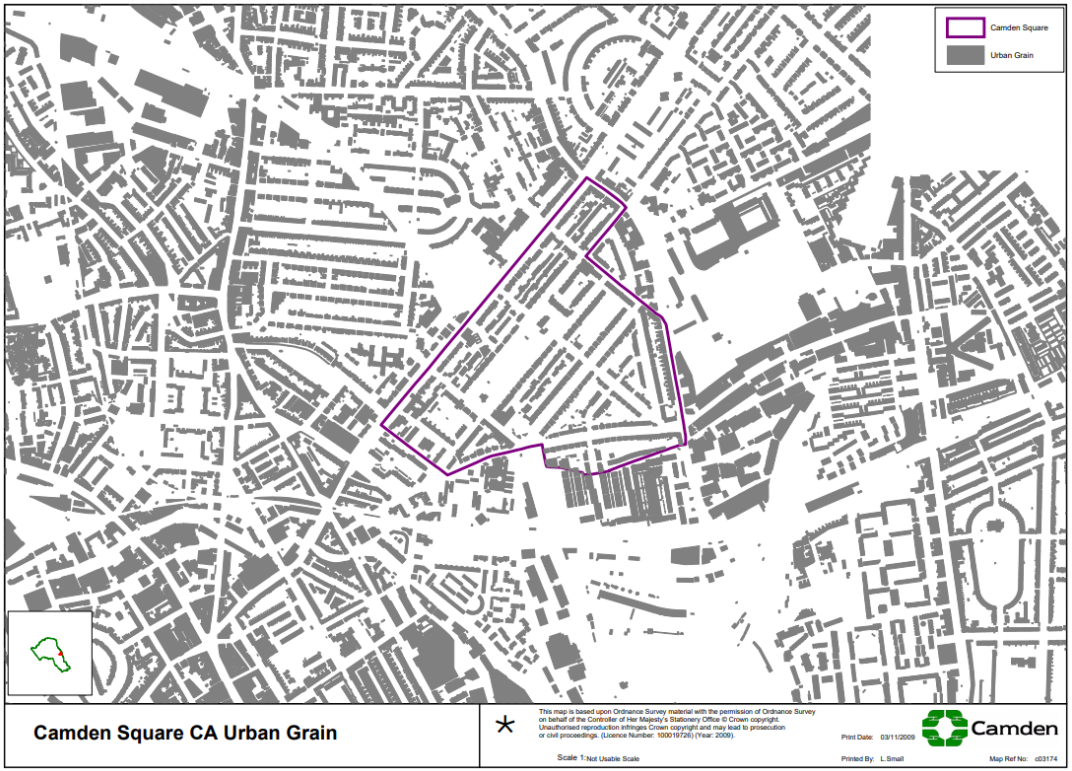


It was originally intended for the Square to be symmetrical around the church site – now at the top of Camden Square – but during construction, a high density building was substituted to the north east, as Camden Terrace, North and South Villas.

There is an underlying architectural hierarchy:
the largest semi-detached houses face the major route of Camden Road, and Camden Square which pivots around two detached houses on its east side; narrower plots with mostly semi detached and some terraces on the St. Augustine's Road area, around Rochester Square and the streets leading from the Square;
the mews: Camden Mews and Murray Mews, two long, smaller scale service areas developed incrementally over a hundred and fifty years and packed with ingenuity and variety.

2 LOCATION (Cont'd)

2.3 TOWNSCAPE (cont'd)



Camden Square Conservation area Appraisal Urban Grain Map

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The original houses have small front gardens, with semi-basements and steep steps to their front doors, and rear gardens of varying lengths. The grandest houses have the deepest front gardens and these complement the proportions of Camden Square.

The plot widths are graded: in the centre of the south east side of Camden Square are two large detached houses.

Generally, the south east and south west sides of the Square have the widest plots and semi-detached properties: the plot widths then narrow at the north east end of the Square. The same progression is noted along St Augustine's Road where the plot widths narrow as one moves north east away from the Square, towards the more modest houses in Marquis Road, St Paul's Crescent and the eastern end of Agar Grove. The earliest houses in the south-west area, around Rochester Square, have narrower plot widths than Camden Square.

3 PLANNING POLICY CONTEXT

The LB Camden development plan currently comprises:

- London Plan (March 2016);
- CLP Policy H1
- CLP Policy E2
- Policy G1 of Camden Local Plan (CLP)); and

Planning History
2006/3570/P : Permission for Auto Deutsche Garages
2010/5596/P: Refusal of Studio V's Proposal
2011/5226/P : Refusal of Studio V's Proposal
2013/2763/PRE: pre-application to create a new five storey building and two floors of basement, creating 9 residential units at ground to fourth floor level, with the two floors of basement for parking associated with the existing garage on site.

Principle of Development
The existing site

Currently the site is fully hard paved and used as a ground level carpark. It should be noted that the Site is situated adjacent to a Conservation Area.

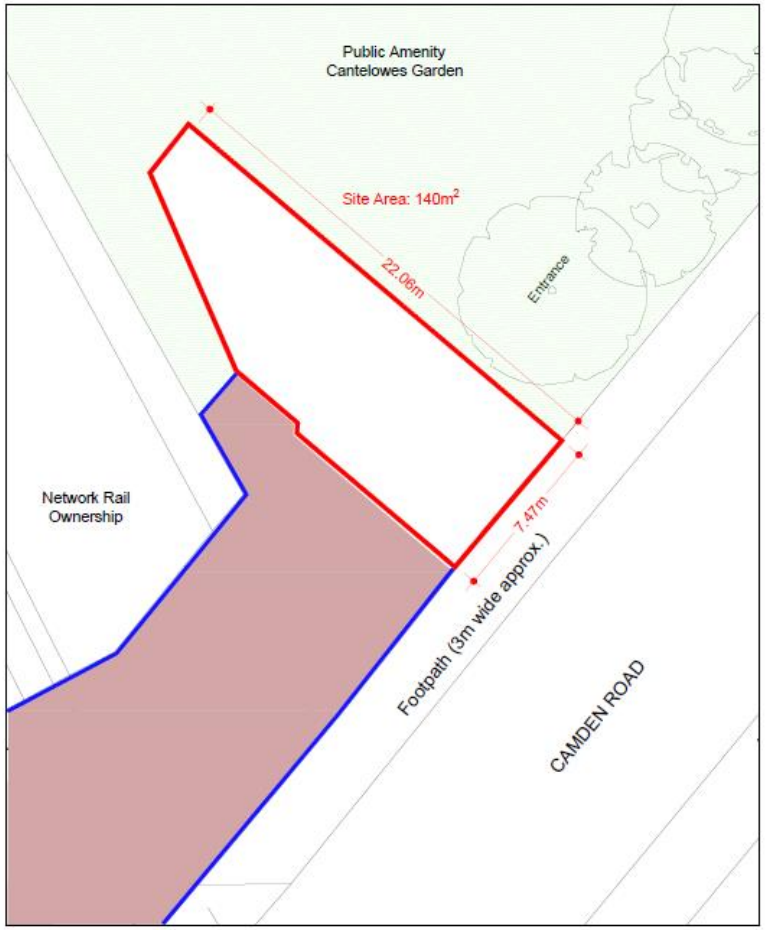
Planning Considerations
The main considerations for the pre-application proposals are:

- Principle of proposed Class C3 use;
- Building height;

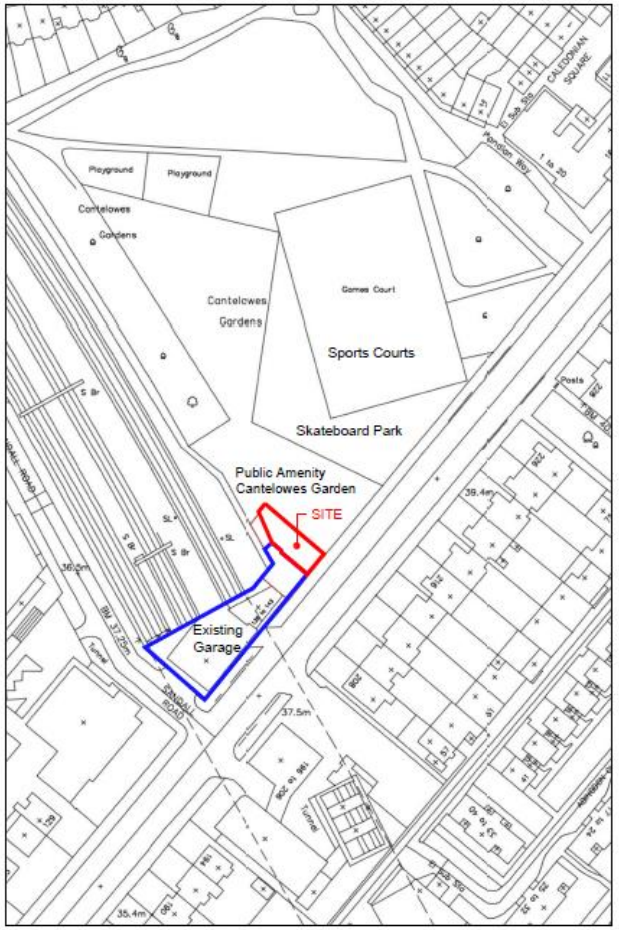
Principle of proposed Class C3 use
The proposed scheme would result in the provision of 6 residential apartments.

4 SITE AS EXISTING

4.1 EXISTING PLANS



EXISTING SITE PLAN



EXISTING LOCATION PLAN

4 SITE AS EXISTING

4.1 EXISTING PLANS (CONT'D)

SITE CONTEXT

4 SITE AS EXISTING (Cont'd)

4.2 SITE CONSTRAINTS

The site has a number of key constraints that have influenced the site massing, including:

- Proximity to railway lines
- Considerations to neighbouring residents
- Townscape with regards the adjacent conservation area
- Urban grain
- Adjacent Park
- Responding to the LBC development framework for the area
- Sun path orientation

4 SITE AS EXISTING (Cont'd)

4.3 EXISTING PHOTOS

Camden Road

Camden Road is a major trunk road. It is a planned straight road rising from Camden Town to York Way, laid out to link the West End to Tottenham following the Act of 1824. The development of the Camden New Town started at the south west, Camden Town end.

Originally lined with semi-detached villas on both sides, the north west side has been mainly altered and fragmented, while the south east side remains substantially intact as laid out by the Camden Estate.

From the south west end the boundary of the conservation area is defined by the local authority housing estate that replaced the bomb damaged area of Rochester Square; semi-detached houses in brick and stucco with front gardens line the road up to York Way. At roughly the mid point there is a break where the railway cutting and tracks are surrounded by a supermarket and petrol station. Rising further up the hill houses are taller, of three storeys over semi basements; many are subdivided to flats, and some have commercial uses with forecourt parking.

Post-war flats and a care home have also been inserted into the streetscape. The best example of post-1945 work is the block of flats on the south corner of Camden Park Road.

Some substantial trees in front gardens read as street trees, and they greatly enhance the road. Tree planting has also been carried out at the road closures at Rochester Square and Cantelowes Road.

Many boundary walls have been heightened with fences or dense hedges, no doubt in an attempt to exclude traffic noise in this location as well as gain privacy.

View from Camden Rd

View from Camden Rd

4 SITE AS EXISTING (Cont'd)

4.3 EXISTING PHOTOS

A - View from Camden Rd

B - View from Camden Rd

C - View from Camden Rd

D - View from 79 Camden Rd

E - View from Camden Rd

F - View from Camden Rd

5 DESIGN

5.1 DESIGN PROPOSALS

The site has been subject to a number of feasibility studies that have examined a range of options for the site, taking into account the site constraints previously discussed. These have influenced the ultimate footprint of the proposed development which extends to the main street frontage line.

The form and massing of the new building therefore takes in the boundary footprint and has been designed in such a way, largely as a result of the restricted site form and layout, in order to address townscape views and orientation considerations. The new building is designed as primarily a rectangular block consisting of Ground floor plus 3 storeys and flat roof, with a setback at the Ground floor front Elevation.

The layout on site has been developed to reflect the adjacency of the Railway Bridge and the Apartments are designed to over- look and face Cantelows Gardens and Camden Road to mitigate and provide acoustic buffering from the railway line and to provide good outlook to the Residents.

The scheme has been designed to reflect the current streetscape of Camden Rd and create a contemporary complementary design to the existing Georgian "Villas" predominating the Street scene. The nearby buildings are clad in traditional brick and stucco render facades with lead slate roofing and dormer windows.

A more contemporary style of the Traditional Villa building style was deemed to be appropriate and the following were used as examples of good contemporary design

Contemporary use of traditional finishes

Traditional finishes include brick, stucco, sash windows with stucco window surround and band detailing; Camden Rd

5 DESIGN

5.1 DESIGN PROPOSALS

The character of the local streets plays on a variation of themes established in Camden Square: semi-detached houses and terraces and a few single houses. All are raised on semi-basements with three upper storeys, executed in a palette of brick, stucco and slate, timber sash windows, with a mix of classical and Italianate references. Variations to the layout include plot widths, depths of front and back gardens, variations in details include parapets, cornices, window surrounds and glazing bar arrangements, pediments or eaves, decorative metalwork, and the detailing of the front steps.

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5 DESIGN (Cont'd)

5.1 DESIGN PROPOSALS (Cont'd)

Spatial analysis

The area has a clear pattern of wide streets with mews behind. The main streets are lined with houses, set back from the street, on raised basements with three principal floors above. The mews houses are typically of two storeys, some with set-back third storeys, and stand at the back edge of the narrow roadway or slightly set back. This pattern was established in the original plan and has been continued in the twentieth century. Post-war mews developments policy initially required a set back. The late 20th century Cobham Mews and St Paul's Mews (albeit taller and a homogeneous composition) continue this tradition, whereas replacement post-war public housing blocks tended to break this pattern.

Public space is focused around the Camden Square Gardens which forms the public open space for the area. The area has restricted vehicular access. Tiny green spaces have been inserted by the local authority where road routes have been blocked at the perimeter of the area. Private rear gardens range from the very small to the substantial. This is not particularly obvious at street level, except where trees are glimpsed between semi-detached houses and at crossroads where gardens line the side street.

The proposed building will be prominent and visible from several directions and is therefore important it sits in context with the Modern Garage Dealer Building, and when developing the design we have also drawn reference to the nearby 79 Camden Rd development (see below) as an example of good integration of Contemporary/Traditional design.

Views of 79 Camden Rd

5 DESIGN (Cont'd)

5.1 DESIGN PROPOSALS (Cont'd)

External Envelope

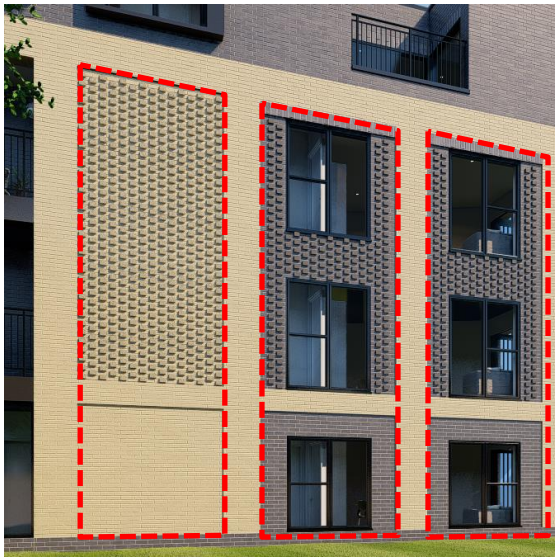
Several options for the external facade design treatment have been examined through the design process and the decision was to adopt a brick.

A high-quality facade has been designed with double glazed acoustic Aluminium framed fenestration in order to respond to the proximity to the busy Camden Road to deal with potential high levels of atmospheric pollution, the effects of noise, and to minimise environmental factors such as solar overheating. The external cladding to the solid elements will take the form of grey and buff bricks used in a traditional format. This will provide a robust facade treatment with materials which cater well to the harsh conditions adjacent to Camden Rd, providing an easily maintained clean surface finish.

The elevation over-looking Cantelows Gardens will contain the majority of the glazing to break up the bulk and massing of this façade which is of similar height and scale of the surrounding buildings. The windows to the 1st floor are vertical and rectangular (reflecting the fenestration proportions of adjacent Villas) and extend to the floor to emphasis verticality.

We have introduced elements of recessed Brickwork and Brick detailing to provide contrast and in between the elements of glazing on the double window modules. These elements help to divide the mass brickwork on the external elevations and to create a visual element.

The external envelope has been designed to a grid system to create the appearance of columns and help to provide depth and articulation.



Recessed Brickwork create the visual appearance of Column's

Brickwork detailing creates a visual element of interest

5 DESIGN (Cont'd)

5.1 DESIGN PROPOSALS (Cont'd)

External Envelope

Window spacings are an expression of optimised unit layouts and opening elements are introduced in the form of glazed panels, in a grided opening arrangement, in order to animate the façade.

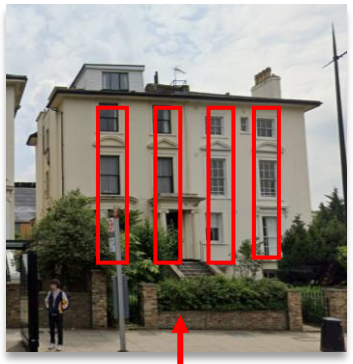
The front facade design has been developed with a vertical emphasis, and smaller appearing windows at the upper levels again reflecting the window proportions of adjacent Properties.

Each flat features openable windows on two external walls creating dual aspect Living, allowing more views and allows for better cross - ventilation.

A secure bin store and bicycle store has been provided at Ground floor level which is recessed under the overhang and easily accessible both by the Residents and for bin collection via sliding louvred doors.
The Frontage of the building is now set back 3.5m from the pavement to align .

To the rear of the building, the apartments consist of a winter garden that over-looks and face Cantelows Gardens. The Winter gardens features Full height glass facing the Cantelows Gardens and metal louvres that allow ventilation that face the Railway line.

The Winter gardens have sliding access doors from the Living and Dining areas and allows the room to expand, creating a large space and better living standards. The two 1Bed studios facing Camden road contain 5m2 terraces that overlook the Cantelows Gardens.



The proposed fenestration will respond to the hierarchy of fenestration found on the street, with larger windows located at the 1st floor level.

5.1 DESIGN PROPOSALS (Cont'd)

External Envelope

A low-level boundary wall matching the neighbouring Autodeutsche Property (135-143) is incorporated to the front with hedging behind and access to a single access point. Short stay cycle parking is located at the front and bin collection access is via the single boundary opening as the main pedestrian entrance.

A vertical metal louvre screen is located between the bin entrance from the cycle and main entrance to create a visual barrier.

Small garden beds consisting of planting and white garden chippings are located either side of the Bin entrance doors to help soften the hard landscaping. External floor lighting will be incorporated into the paving.

Low boundary wall Grey Brick

Contrasting Paving Slabs

Grey Paving Slabs

Existing Adjoining boundary wall and planting at 135 – 143

Low grey wall and planting to match neighbouring property

Metal louvres separating the Bin and main /cycles entrance

Metal Louvres

White Garden chippings

Native shrubs

5 DESIGN (Cont'd)

5.1 DESIGN PROPOSALS (CONT'D)

Window Cleaning strategy
It is envisaged that regular window cleaning for ground to fifth floor levels of the building and the upper setback storey will be cleaned via a pure water reach-and-wash system. Occasional inspection and maintenance is to be carried out via a MEWP / Cherry Picker vehicle, which can access large areas of the facade from the main road and the rear park area. Using this philosophy, all external areas of the building can be reached for cleaning and maintenance.

Safety and Security
The Proposed Development shall be designed in a manner which minimises the risk of crime. The site shall be designed securely and advice shall be sought from a Police Architectural Liaison Officer in due course, and will continue to inform the design as it progresses. This seeks to ensure a safe working environment and ensure that the site is safe and accessible.
The layout of the site shall be designed to provide safe access for pedestrians and cyclists.

5.2 ACCOMMODATION SCHEDULE

Unit 1 - 1 Bed 2 Person Flat
Floor Area - 55.60m^2
Minimum NDSS - 50m^2

Unit 2 - 1 Bed Studio
Floor Area - 40.30m^2
Minimum NDSS - 37m^2

Unit 3 - 1 Bed 2 Person Flat
Floor Area - 54.10m^2
Minimum NDSS - 50m^2

Unit 4 - 1 Bed Studio
Floor Area - 40.30m^2
Minimum NDSS - 37m^2

Unit 5 - 1 Bed 2 Person Flat
Floor Area - 54.10m^2
Minimum NDSS - 50m^2

Unit 6 - 2 Bed 4 Person Flat
Floor Area - 90.49m^2
Minimum NDSS - 79m^2

5 DESIGN (Cont'd)

5.3 SCALE AND MASSING

The surrounding residential character is one of 4 storey detached/semi-detached villas, with landscaped frontages, enclosed by low level boundary treatments. Many properties on the street have dormer windows in the roof, providing a 5th floor of habitable accommodation. Predominant finishes include brick, stucco, sash windows with stucco window surround and band detailing. The school buildings to the south-west depart from this character insofar as they have greater scale and massing and less ornate finish.

The proposed building seeks to respond positively to the established character through a 4 storey brick building with a 3.5m meter setback at the Ground level and a recessed 4th floor. The fenestration seeks to respond to the hierarchy of fenestration found on the street, with larger windows located on the Upper floors.

Diagrammatic indication of building heights and massing along Camden Rd incorporating proposed building (arrow)

5 DESIGN (Cont'd)

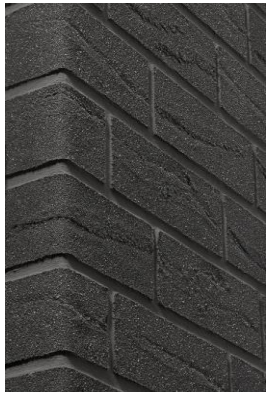
5.4 ENVELOPE DESIGN/MATERIALS – Brick , Cladding and Windows

Precedent Images

Caudale shortlisted for RIBA Regional Awards 2020

RAL 7016 Panels

Buff Bricks



Grey Bricks

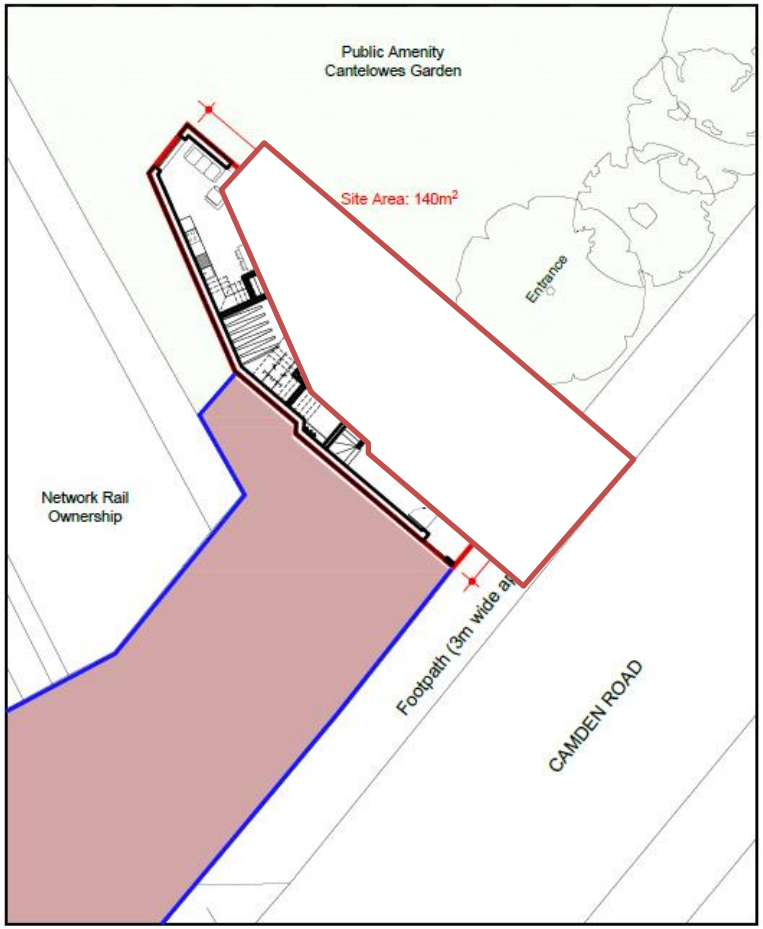
Window Boxing out

Brickwork detailing

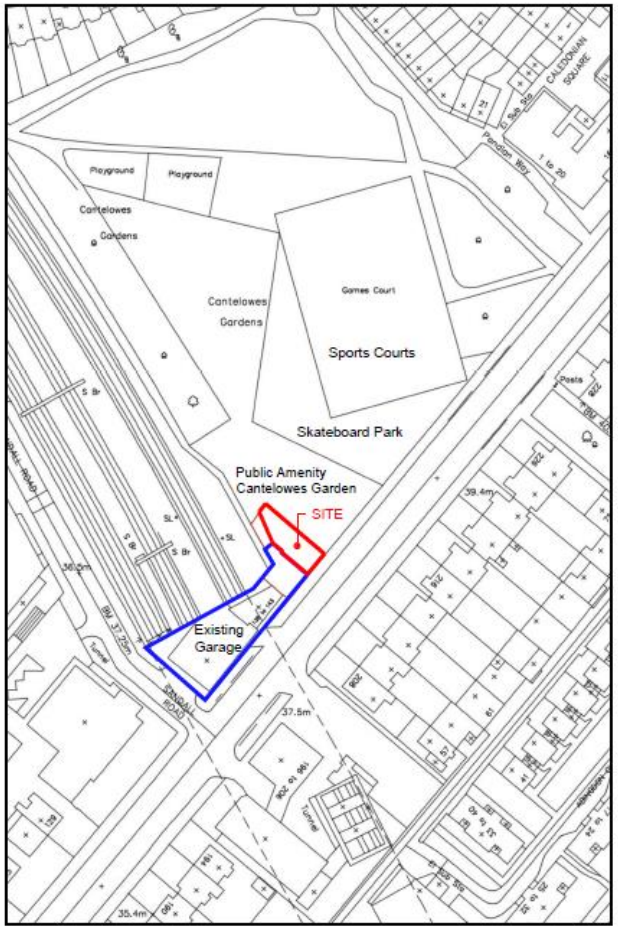
Aluminium Windows

5 DESIGN (Cont'd)

5.5 Plans and Elevations as Proposed



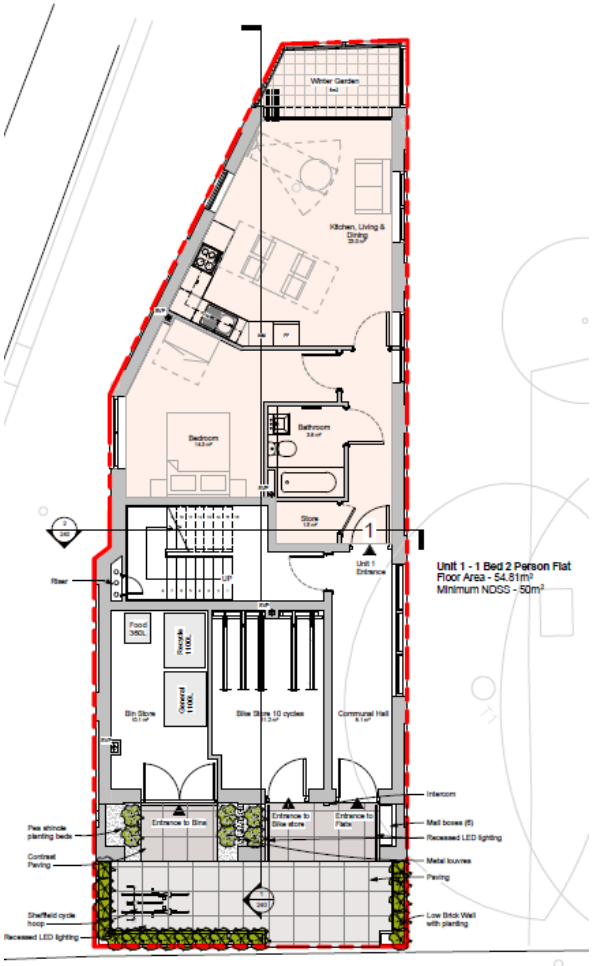
Proposed Site Plan



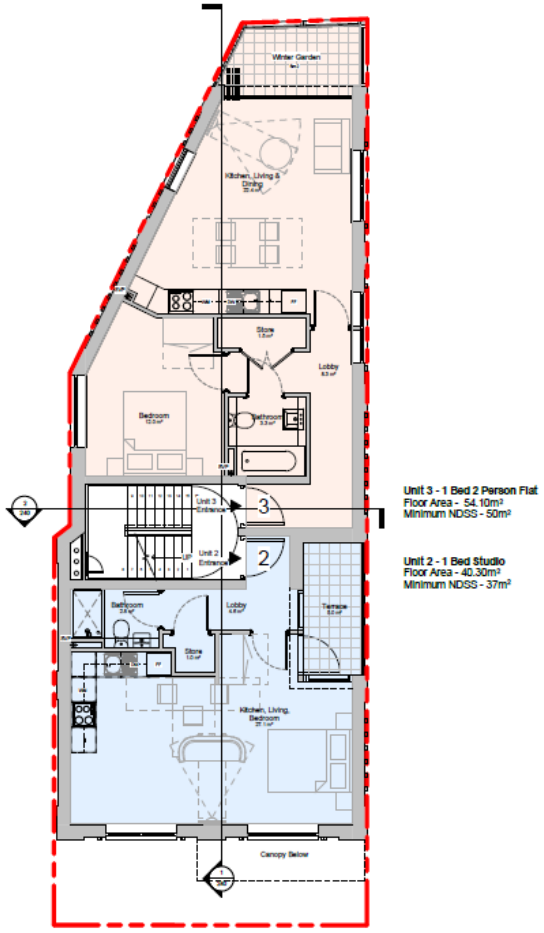
Proposed Location Plan

5 DESIGN (Cont'd)

5.5 Plans and Elevations as Proposed (Cont'd)



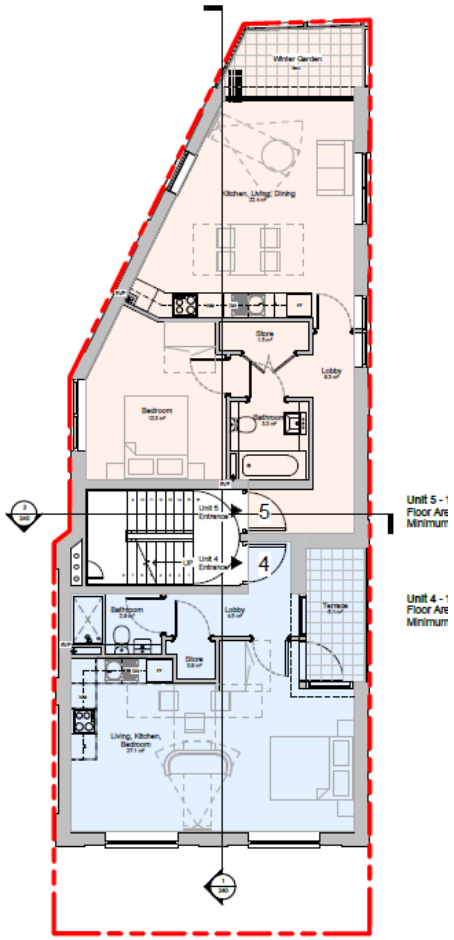
Ground Floor



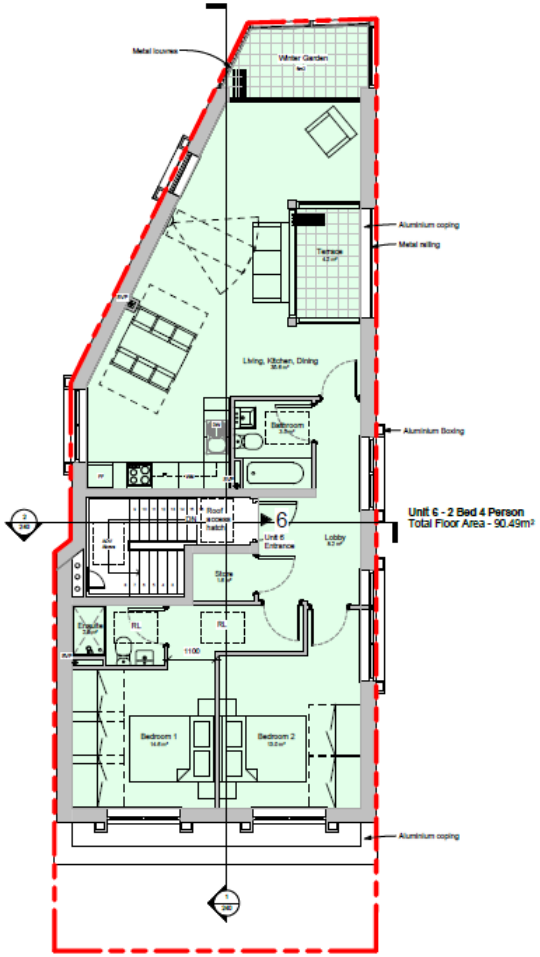
1st Floor

5 DESIGN (Cont'd)

5.5 Plans and Elevations as Proposed (Cont'd)



2nd Floor



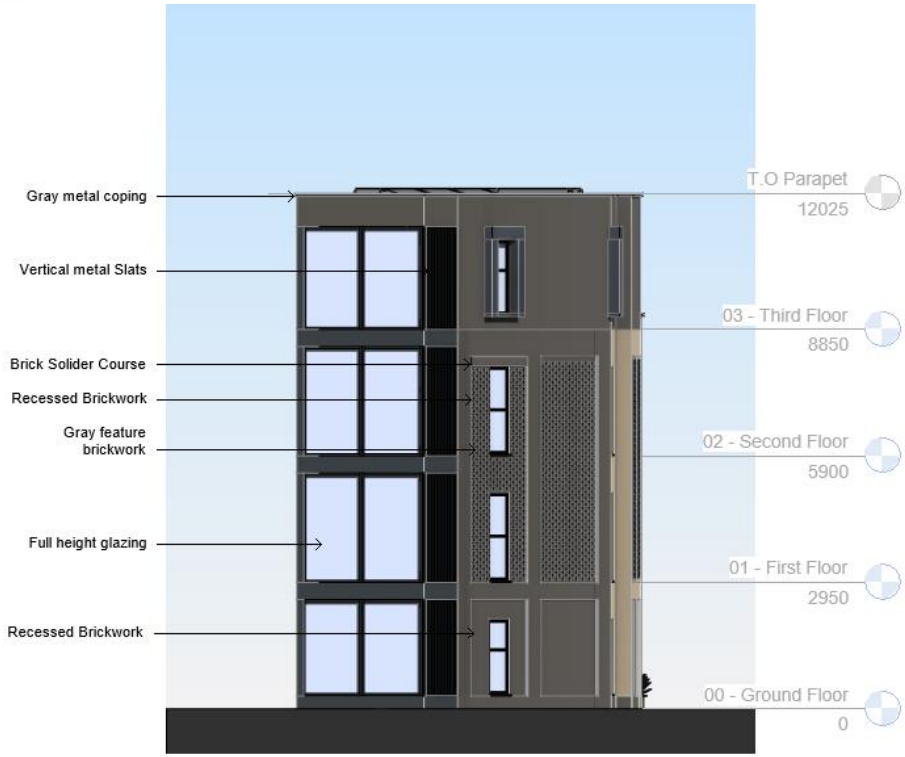
3rd Floor

Roof

5 DESIGN (Cont'd)

5.5 Plans and Elevations as Proposed (Cont'd)

Proposed North West Elevation



Proposed South East Elevation

5 DESIGN (Cont'd)

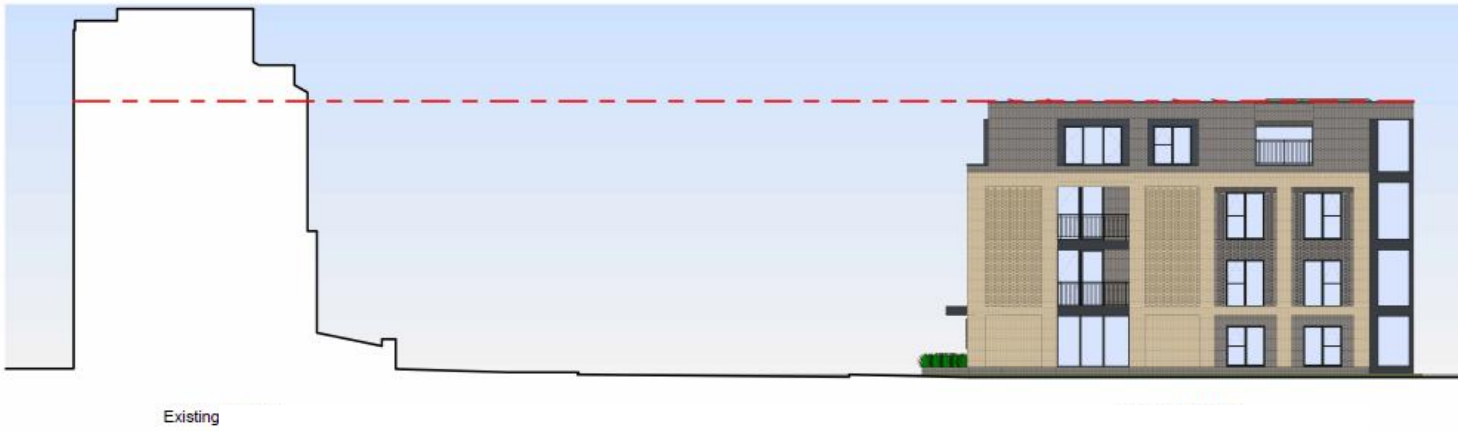
5.5 Plans and Elevations as Proposed (Cont'd)

Proposed South West Elevation

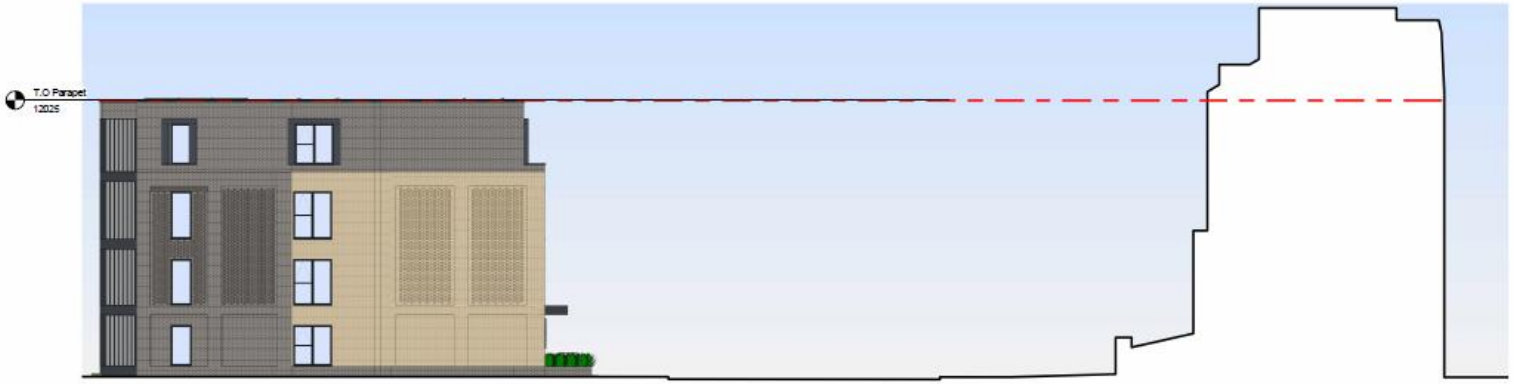
Proposed North East Elevation

5 DESIGN (Cont'd)

5.5 Plans and Elevations as Proposed (Cont'd)



Proposed Street Cross Section – Facing South West



Proposed Street Cross Section – Facing North East

5 DESIGN (Cont'd)

5.6 3D Visuals

Proposed Street Scene –
Facing South West

Proposed Street Scene– Facing
North East

5 DESIGN (Cont'd)

5.6 3D Visuals

Eye Level View Facing South West

Eye Level View Facing North East

Aerial View Facing North East

Aerial View Facing South West

5 DESIGN (Cont'd)

5.6 3D Visuals

3D View from the Cantelows Gardens

6 ENERGY & SUSTAINABILITY

Due to the narrow site footprint, the majority of the units in the proposed development are single aspect and sit 'back to back' with a corridor and stair core between. This means the external wall to floor ratio is good, resulting in a naturally thermally efficient building form.

The proposals respond to a number of key sustainable objectives at national, regional and local levels.

The scheme provides a high quality internal environment, key objectives being as follows:

- The development shall feature improved insulation and air-tightness standards against Part L 2010 Building Regulations.
- 100% Energy efficient lighting will be provided throughout in excess of the Part L12010 requirements as well as communal areas.
- Individual high efficiency gas-fired boilers are proposed for each dwelling with separate time and temperature zone control and weather compensation.
- Wherever possible, new materials will be sustainably sourced to achieve an A rating under the Green Guide to Housing and recycled materials with low embodied energy will be favoured.
- Water consumption will be minimised through the incorporation of water efficient fittings and appliances. Internal water consumption shall be reduced to less that 90 litres per person per day, equivalent to the Code Level 4 Mandatory Water Reduction target within the Code of Sustainable Homes assessment scheme.
- The Proposed Development features improved insulation and air tightness standards, when compared against the compliance requirements of Part L 2013 of the Building Regulations. In addition, energy efficient lighting is to be provided throughout the dwellings in excess of the Part L1 2013 requirements.

6 ENERGY & SUSTAINABILITY (Cont'd)

Relevant Planning Policies

From inspection of the relevant policies for the proposed development we consider that the following targets needs to be met in order to comply with Part L Building Regulations and local Camden Planning Polices.

- As it is not a major development, the new flats should only have to achieve a pass under the latest Part L 2021 Building Regulations requirement to meet the Camden requirement of at least a 19% CO2 emissions reduction in comparison to Part L 2013 standards.
- The development will also consider other areas of sustainability within its design such as overheating, flood risk, waste, air quality, and materials to provide a low energy and sustainable design overall.

Assessment Methodology

To calculate the estimated carbon emissions of the development we have used Design SAP 10.2 software which is approved by Building Regulations. The baseline Target Emission Rate (TER) is calculated in accordance with Appendix R from the SAP 10.2 methodology.

The appraisals within this strategy are based on the Building Regulations Part L (2021) calculation methodology and should not be understood as a predictive assessment of likely future energy requirements or otherwise.

6 ENERGY & SUSTAINABILITY (Cont'd)

Carbon Emission Results

Savings have been made in the proposed design by following the Be Lean, Be Clean, Be Green Energy Hierarchy of the London Plan.

The results show that under the proposed design the total carbon emissions would be 4.50 tonnes CO2, compared to 5.13 tonnes CO2 for the Baseline. This would be an overall improvement of 12.28% over the Part L 2021 Standard. As the Part L 2021 standard is already an approximate 30% improvement over the 2013 Part L regulations, the Camden planning requirement of at least a 19% reduction in comparison to the 2013 Part L standard would be comfortably satisfied.

The SAP Calculation sheets for the proposed flats can be found within Appendix A.

139-147 Camden Road, Camden, NW1 9HJ - Energy and Sustainability Statement 6

6 ENERGY & SUSTAINABILITY (Cont'd)

Sustainability Measures

In collaboration with the Energy Assessment of the development, an analysis of the overheating within the flats has also been carried out following the cooling hierarchy of the London Plan.
By following the overheating/cooling strategy the risk of internal overheating to the flats would be minimised. Once through planning, at later design stages when the specification of the flats is more detailed a full CIBSE TM59 Part O overheating assessment can be carried out to show compliance with Part O Building Regulations.

Any demolition will be recycled where possible. A demolition audit will be carried out before any works progress on site to identify which materials can be recycled. The development will also consider the concept of the waste hierarchy in both the demolition of any structures and when constructing the proposed flats.

The building, wherever possible, will use BRE Green Guide 'A' rated materials and manufacturers will be chosen that can demonstrate their products are sustainably sourced and manufactured.
The water usage for the flats will not exceed a maximum of 110 litres/person/day (including 5 litres for external water use) as required by the Camden Local Plan. Calculations to prove how this can be achieved can be found within this report. These calculations will be updated at later design stages once specific sanitaryware has been selected.

The extent of possible flooding on the site has also been analysed using data from the government flood warning information service. The flood map shows that the proposed development site is within an area of very low risk from flooding from rivers or sea.
The surface water flood map service states that the proposed site sits within an area of risk from surface water flooding. The final drainage (SuDS) design should ensure that run off rates achieve greenfield standards (if feasible).

The proposed development will not adversely impact upon the air quality of the location. The proposed gas boilers used within the flats will be low output, thanks to the high levels of insulation, they will also be specified to be low NOx emission boilers only.

7 INCLUSIVE ACCESS

The units within the new development will be designed to meet DDA criteria wherever possible, in particular:

- Walls will be designed to support grab rails.
- Sockets, switches and controls used on a daily basis will be located at an appropriate height
- Entrances and their approaches will meet the guidance on colour contrast and glazing manifestation where applicable.

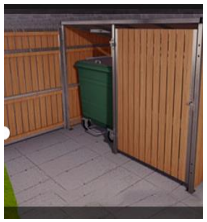
8 TRAFFIC/TRANSPORT AND SERVICING

The site is located in a highly sustainable city centre location, within walking and cycling distance of local services, bus stops and British Railway Stations. The site is well located with respect to access to existing bus and rail transport infrastructure, reflected in its public transport accessibility rating (PTAL) of 4.

The application site is immediately above a mainline railway line (part of the Thameslink route from King's Cross). It is understood that the site was the location of the former Camden Road Midland Railway Station, which closed in 1916. Camden Road is a red route so forms part of the TfL Road Network (TLRN). The application site is located within a controlled parking zone (CA-M, which operates from 0830 to 1830 Monday to Friday), has a PTAL of 4 (moderate).The closest bus stops to the site are on Camden Road itself, and are served by the 43; 153; 263; 271; 393; N41 night routes. The application site is located within a CPZ, restricting parking between the hours of 8.30 and 18.30 Monday – Friday.

Secure covered cycle storage provision is catered for within the scheme at Ground floor in a secure area for 10 plus 2 visitor cycles.

Refuse stores (for waste and recyclables) shall be provided step free, at Ground floor level for the Apartments. Refuse collection would be undertaken kerb side by the existing commercial refuse collection round which already serves existing premises on Camden Road. An enclosed communal bin store is provided to the front of the property, capable of accommodating 2 x 1100 litre bins (one each for refuse and recycling) and a 360 litre bin for food waste. Sufficient space exists within the properties for temporary waste storage, in accordance with Camden's technical guidance for recycling and waste, readily accessible by users and collection operatives. The waste storage arrangements would be suitable for a weekly collection.



9 ACOUSTICS

Noise and Vibration Assessment

A Noise and Vibration assessment has been undertaken by Venta Acoustics and is covered and submitted separately to the DAS.

The site will be exposed to various noise sources, with the ambient and background noise in the area expected to be controlled by road traffic on Camden Road. During the daytime and on Saturday mornings, noise from Auto Deutsche presents a risk, with a large roller door located on the end façade facing the new building. The adjacent skatepark is open every day between 10:00-21:00, but is supervised, so although it will generate noise, it is unlikely to be a honeypot for antisocial behaviour.

The Tesco/Esso store is further from the site, and is slightly screened, and so, although operation 24 hours, it is considered to not pose a great risk, especially considering the much closer proximity of the existing neighbouring residents. The railway presents the risk of both noise and vibration to the new dwellings.

The design of the building has actively considered the nearby sources, with a large solid wall facing the railway and Auto Deutsche, with windows only to non-noise-sensitive spaces such as toilets or corridors.

A baseline noise and vibration survey has been undertaken by Venta Acoustics to establish the prevailing noise climate in the locality of 139-147 Camden Road, London in support of a planning application for the proposed development of new residential dwellings. The measured levels have been assessed against the National Planning Policy Framework and currently available standards and guidance documents including World Health Organisation Guidelines for Community Noise (1999) and BS8233:2014 Guidance on sound Insulation and noise.

Vibration levels on site are below the thresholds set in BS6472 for a low probability of adverse comment. Appropriate external and internal noise criteria have been considered to minimise adverse impacts on health and quality of life as a result of the new development. Appropriate mitigation measures have been outlined including proprietary thermal double-glazing and trickle vents. When assessed using BS4142, noise from nearby commercial activities have been shown to have a potential adverse impact if not mitigated.

A discussion of potential mitigation in the form of building envelope performance has been included and through the use of this, it is considered that these noise levels can be mitigated to acceptable internal noise levels.

10 ARBORICULTURAL REPORT

An Arboriculture Impact Assessment has been prepared by Landmark Trees which has been submitted separately to this DAS.

The existing site is a carpark hard standing area next to a number of trees potentially constraining development. There are 5 Trees on adjoining land outside of the application boundary in Cantelowe Gardens, that are within close proximity to the development and need to be assessed. There is no evidence of any TPO's on the site.

The report has assessed the impacts of the development proposals and has concluded that there would be at most a low impact on the resource: a small portion of trees will be removed or pruned to facilitate construction. The detailed Arboricultural impact assessment demonstrates that the proposed development can be undertaken without harming the nearest trees.

Whilst the proposal is located within the root protection area of these trees, trial pits revealed that the foundations for the intervening boundary treatment form a barrier to root ingress into the site and therefore the proposal would not impact any roots of significance to the health of the adjoining trees. There would be no conflict with Local Plan Policy A3.

The tree species found on the site comprise Swedish Whitebeam, Ornamental Cherry and Rowan.

The report sets out a series of recommendations prior and during construction and the conclusion of the report is that following the recommendations provided, the proposal will have no or very limited impact on the existing trees and is acceptable.

11 Contamination Report

A contamination report Assessment has been prepared by GEA which has been submitted separately to this DAS.

Historically the site was a petrol filling station. The fuel tanks were cleared and filled pursuant to the planning permission for the adjoining vehicle maintenance business. Notwithstanding this, a petrol station is a potentially contaminative use and the proposed residential use is particularly sensitive to contamination. A contaminated land assessment accompanies the submission and confirms that no mitigation or remedial work is necessary.

On the basis of the findings of the research carried out there is considered to be a MODERATE / LOW risk of there being significant contamination linkage at this site, and remedial works may be required in the vicinity of the underground tanks.

A supplementary ground investigation should be carried out, including a deep borehole to inform the parameters for pile design and to provide additional geotechnical information. It is also recommended that further contamination testing is carried out on samples recovered from the vicinity of the tanks, as the Ramboll boreholes were largely located in the northern and western sections of the site, avoiding the tanks due to concerns about services.

Measures to deal with any contamination can then be proposed. Although the gas monitoring to date has not indicated a risk of landfill gas, while the tanks remain there is a potential risk of hydrocarbon vapour build-up which has not been assessed.

12 SUMMARY

This Design and Access Statement (DAS) is written in support of the Planning submission and the provision of a prestigious high quality residential Development (C3) for the provision of a prestigious high quality residential Development for 6 Apartments.

The proposed development comprises of a Four storey building comprising 6 units, each providing accommodation for: 2 x 1 Bed Studio, 3 x 1 Bed Flat & 1 x 2 Bed Flat. The proposal does not result in the loss of the existing business use. The vehicular servicing operation will continue to operate irrespective of the presence of the car parking area to which the application relates. The proposal would provide much needed new housing, including family housing and would not conflict with Local Plan Policies G1, H1 and E2.

The existing site comprises a vacant hard – surface parking area. The proposal does not hamper the existing access arrangements for the vehicle service centre, which is currently accessed off Sandall Road. The proposal would have no adverse impact on highway safety.

The proposed design is of the highest architectural quality, and will use materials which respond to the surrounding area and the adjacent Conservation Area. The supporting 3D modelling images provide an indication of the impact of the proposed scheme on the wider townscape. It is considered that the proposed scheme would enhance the townscape through the addition of a thoughtfully-designed building which significantly improves the appearance of the existing Site.

As such, the proposed scheme is considered to be in accordance with Policy DM26.

It is also considered that the proposed scheme is in accordance with Policy DM7, and is therefore acceptable in principle.