

17 Sample Road, Sample Road, Sample Town
3rd Nov 2007
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PLANNING, DESIGN AND ACCESS STATEMENT

**17 Sample Road
Sample Town**

**Undertaken on behalf of: Mr Sample
DATE: 3rd Nov 2007**

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1. SUMMARY

- 1.1. This Supporting Planning, Design and Access Statement has been prepared by Ideal Planning Permissions, on behalf of Mr Sample. It accompanies a planning application for the demolition of the existing property and the erection of two detached five bedroom houses at 17 Sample Road, Sample Town.
- 1.2. The proposed scheme has been created following feedback received from the planning officers at Sample Council. The reduction in height has allowed the mass and design to be reconsidered. The scheme provides a positive contribution to the townscape helping continue the street scene along Sample Road.
- 1.3. In summary, the scheme would provide:
 - 1.4. Two new additional detached residential units;
 - 1.5. A sensitive design in-keeping with Sample Road;
 - 1.6. No loss to neighbouring amenity;
 - 1.7. Two car parking spaces per dwelling according with council parking standards.

2. INTRODUCTION

- 2.1. This Supporting Planning, Design & Access Statement has been prepared by Ideal Planning Permissions, on behalf of Mr Sample.
- 2.2. The Statement forms part of a planning application for development at 17 Sample Road, Sample Town.
- 2.3. The site is identified on the Location Plan in appendix 1 and has no land use designation on the UDP Proposals Map (Adopted May 2006). The building is not listed and is not within a Conservation Area.
- 2.4. The proposed scheme is for:
- 2.5. The erection of two detached five bedroom dwellings following demolition of the existing dwelling.
- 2.6. A pre-application meeting was held on 11th October 2007 with planning officers to discuss the proposal for redevelopment of the site. The scheme was for 2 two storey detached houses with dormer windows at second floor level. The Council considered that the scheme was out of character in terms of height and design with the residential buildings on Sample Road.
- 2.7. The scheme has since been revised to meet the Council's concerns reducing the ridge heights down and omitting the dormer windows. The proposed scheme forms a positive relationship with the existing buildings along Cricklewood Sample Road.
- 2.8. The current proposal has been designed by Ideal Planning Permissions. The detailed drawings to accompany the application are:
 - 2.9. 4454/DE/01 Existing floor plans
 - 2.10. 4454/DE/02 Proposed site plan
 - 2.11. 4454/DE/03 Proposed ground and first floor plans
 - 2.12. 4454/DE/04 Proposed north and south elevations
 - 2.13. 4454/DE/05 Proposed east and west elevations
 - 2.14.
 - 2.15. This supporting statement examines the site together with the surrounding area in section 2. Section 3 details the proposed development with the case for permission set out in section 4. The conclusions are contained in section 5.

3. The Site and Surrounding Area

The Location

- 3.1. The application site is situated within the Borough of Sample. The location of the site is shown on the site location plan (appendix 1).

The Site

- 3.2. 17 Sample Road forms a two and three storey parade of residential properties. It adjoins 18 Sample Road which has an entrance on Sample Road with flats fronting Sample Lane.
- 3.3. The topography of the land allows 18 Sample Road to act as a focal point in the streetscene at the junction of Sample Lane and Sample Road.
- 3.4. The façade of 17 Sample Road facing Sample Lane is brown brick; each floor has two small windows with glazing bars.
- 3.5. 18 Sample Road is rendered white with black beams creating a mock Tudor appearance, which is individual in character to the surrounding buildings.

The Surrounding Area

- 3.6. There are a mix of detached dwellings, blocks of flats and semi detached dwellings along Sample Road. The buildings vary in height from 2 to 3 storeys largely with some dormer windows at high level.
- 3.7. Sample Lane has a mix of uses, including retail units, restaurants and residential accommodation.
- 3.8. There are a number of tall developments in the vicinity (Sample Block) which is 6 storeys high to the north, with telecoms equipment on the rooftop. There is also a 4 storey building to the east, facing Sample Block. The topography of the land varies as there is a gradient rising from west to east. This has implications for developments along the Sample Road emphasising tall buildings.
- 3.9. To the south of the site is a small play area. To the east is Sample Park, which is approximately 15 minutes walking distance.
- 3.10. There is a Controlled Parking Zone around the site (Mon-Fri 10.00am – 11.00pm). The location is sustainable having a PTAL score of 3 (medium) as it is well served by public transport having good links to:
- 3.11. Sample railway station (10 minutes walking distance)
- 3.12. Sample tube station (northern line - 10 minutes walking distance)
- 3.13. Local bus routes (24, 60, 46) which run regularly from Sample Lane.
- 3.14. These all provide links into the city as well as other areas and beyond.

4. Pre-application feedback

4.1. This section contains feedback from the pre-application meeting held with the Council on 11th October 2007 (appendix 4). In summary the advice detailed the following:

4.2. Principle of Development

The proposed residential use is acceptable in this location.

4.3. Demolition of Existing Building

There would be no objection to demolition as the building is not within a conservation area and has no architectural merit.

4.4. Two and a half storey New Build Dwellings

The proposal was for two storey dwellings with dormer windows at second floor level. The height and overlooking of the development presented concern to the Council. As a result, the Council suggested the dormer windows were omitted and the ridge height of the buildings was reduced.

4.5. Parking

No highways officer was available and the comments are an informal view from the planning department. As the scheme proposes two car parking spaces per dwelling, there would be no objection on highways grounds. The new access from Sample Road would need to have adequate visibility splays.

4.6. Refuse

Existing refuse storage was discussed and space for additional recycling facilities should be included.

4.7. Conclusion

The site is suitable for residential development, but the existing proposal is out of character in terms of height. There would be a negative impact upon the amenity of neighbouring occupiers. In particular, the Council recommend the dormer windows are removed from the design.

The proposal was amended following the feedback from the Council. The amended scheme omits the dormer windows and reduces the ridge height by 1.1m.

5. The Case for Permission

This proposal is to provide two new residential units which must be assessed against the following criteria:

Sustainability and making efficient use of land

The design

The effect of the buildings upon the surrounding townscape

Access

Other planning technical constraints, including parking

5.1. Sustainability and Making efficient use of Land

5.2. The proposal would make efficient use of land by increasing the density of the development, without causing harm. This scheme would maximise the site potential and contribute to the Borough's housing figures. Policy H21 states that density should not be lower than 150hrh and should increase within edge of town centre locations. The site is approximately 10 minutes walking distance from the town centre.

5.3. The development complies with policies GL and GH1 and national planning guidance PPS 3, making efficient use of land. The proposed dwellings are large and meet standard space requirements. The increase in density would be minimal with only an additional 4 habitable rooms which the site has the capacity to handle without conflicting with policy D4 relating to overdevelopment.

5.4. The Design

5.5. The dwellings have been sensitively designed to respect the adjoining buildings. The increase in height above 18 Sample Lane would be 2.1m, and above 16 Sample Lane an increase of 0.8m would be achieved. This proposed development continues the natural pattern of existing development.

5.6. The south elevation provides the brown brick frontage and matching windows to Tudor Court. The roof sits comfortably on the corner section, minimising the bulk of the addition of the adjacent dwellings. The resultant design is similar to the character to the existing building, and improves the broken frontage.

5.7. In terms of designing out crime, the proposed development is secure as it is a gated complex, with 1.2m high brick wall enclosing the car park, with an iron gate controlling access for pedestrians and vehicles. The windows at the rear overlook the parking areas and are well lit to ensure safety, which allows the scheme to comply with policy D9.

5.8. Access

5.9. Two car parking spaces would be used to build the core staircase to the upper floors, together with providing a refuse, recycling and cycle store.

5.10. Internal Stacking

5.11. The internal layout of the floor below could not be followed exactly as the internal arrangement differs from that below. However, the intervening floor would be insulated with 65mm reinforced screed, 5mm isolating resilient layer and 25mm rockwool rockfloor sound insulation, which is to be stripped of existing covering and treated with levelling screed, all to create sound separation between floors which complies with the Building Regulations. An acoustic report would be supplied to discharge any condition relating to the noise requirements set out in PPG 24.

5.12. The materials for the windows would be double glazed units to be formed using 6:16:6 overall argon filled cavity units, with 'low E' coating to meet latest Part L Building Regulations. Glazing to comply with BS 6206: 1982 and be internally

5.13. Amenity

5.14. Both dwellings provide 45sqm of amenity space which is above the council's minimum standards.

5.15. Refuse

The proposed development has a covered refuse store with adequate space to store recycling and general waste facilities.

5.16. Sunlight, Daylight and Privacy

The oblique angle of the windows at the rear, together with no facing habitable rooms protects from loss of privacy and overlooking. The roof has been reduced in height following comments received from the Council and minimises the massing of the buildings improving the visual impact of the proposal. This ensures the development has no overbearing effect on the neighbouring buildings. Therefore, policy D5 has been considered and the scheme would not affect any neighbouring amenity.

5.17. Conclusions

5.18. The proposed development would provide two new residential units thereby making efficient use of the existing site. The proposal accords with all the Council's planning policies and should be permitted as:

5.19. Comments from the planning officer have indicated that in principle the scheme is largely acceptable – the necessary amendments have been made in line with the recommendations;

5.20. The proposal makes efficient use of land, adding to the Borough's housing stock, without creating overdevelopment on the site, whilst also ensuring a sustainable development is achieved;

- 5.21. The sensitive and neat design ensures that the character of the existing surrounding buildings is not compromised and the scheme respects the surrounding townscape and is suitable for the topography of the area;
- 5.22. The roof line would not create an obtrusive structure or block sight lines but it would produce a more attractive roofline completing the frontage;
- 5.23. There would be no loss of amenity to the neighbouring buildings and occupiers.
- 5.24. In general, national planning policy guidance and the London Plan support applications such as this which contributes the housing stock, without comprising the character of the area or the amenity of the users. In conclusion, the proposed extension is acceptable and should be permitted.

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Appendix 1
The Location Plan

**Appendix 2
Planning Policies
Adopted UDP May 2006**

The Adopted UDP (May 2006) contains the relevant policies in which the application would be considered against. The Council are still in the early stages of producing their Local Development Framework documents and therefore only the Adopted Plan will be referred to.

Environment

The proposal would seek to use land that already has an existing development on the site, thus by providing a roof extension the proposal would comply with policy G Land, where the Council encourage the re-use of previously developed land. This also complies with PPS 3 Housing, where the Government encourage the use of previously used land or where efficient use of land can be provided.

Built Environment

Policy GBEEnv1 seeks to protect and enhance the quality and character of the borough's built environment. Good high quality design in all new development is required by policy GBEEnv2, which will utilise environmentally friendly methods of design (layout) and construction that respects and improves the quality of the environment for existing and proposed residents. Policy GBEEnv3 ensures that new development provides a safe and secure environment for people to live and work.

Policy D1 stipulates that all new development should represent high quality design and should be in-keeping with the Council's objectives of sustainable development and ensuring community safety. The Council seek to encourage development proposals in policy D2 which are based on an understanding of the local characteristics, preserve or enhance local character and respect the appearance, scale, bulk, height and pattern of surrounding buildings, surrounding street and movement patterns, with the overall quality of the area. To protect neighbouring amenity the size, shape, position and detailing of spaces created within and around new buildings should enhance the development, and should be in-keeping with the overall character and quality of the area as outlined in policy D3.

Policy D4 states that new development should respect the constraints of the site to accommodate development and should not result in over-development. In addition, policy D5 details that new developments should be designed to allow for adequate daylight, sunlight and privacy and outlook for Development proposals for residential developments should provide suitable access and facilities for people with disabilities as laid out in policy D8. Policy D9 requires that developments are designed to provide safety and security in the environment and reduce opportunities for crime and fear of crime. Where the crime profile has indicated that a proposed development is likely to affect community safety in nearby or adjacent areas, the developer will be required to enter into planning obligations with the Council to undertake measures to improve the safety of those areas as stated in policy D10.

The Council will require that development schemes include hard and soft landscaping proposals that achieve a suitable visual setting, provide attractive external space, make a positive contribution to the character of the surrounding area, contribute to community safety and improve environmental quality as explained in policy D11.

The Council state in policy D17 that proposals for high buildings will only be permitted where they are:

- carefully related to their surroundings in terms of their design;
- well-designed setting with hard and soft landscaping;
- of the highest design and architectural quality;
- do not mar the skyline nor intrude to the detriment of important views and sight lines;
- contribute positively to any relevant point of civic or visual significance;
- have taken account of the impact on wind turbulence, overshadowing, light/noise reflection, telecommunication channels and other functional considerations;
- accompanied by a design statement;
- minimise energy consumption.

Transport

Policy GLoc encourages development that reduces the need for travel, promoting the use of public transport and other non-car modes of transport or reduce the number and length of journeys. Policy GParking states the Council will apply the standards to regulate parking and restrain the growth of car use. In addition, policy GNonCar promotes the use of more sustainable modes of travel such as public transport. Policy M6 encourages the use of public transport by locating developments close to public transport nodes as well as improving access to these nodes. The parking standards are set out in policy M14 which are as follows:

- i. 2 to 1 1/2 spaces per unit for detached and semi-detached houses
- ii. 1 1/2 to 1 spaces per unit for terraced houses and flats
- iii. 1 to less than 1 space per unit for development consisting mainly of flats.

Housing

The Council will seek a minimum provision of 17,780 new homes between 1997 to 2016 as set out in policy GH1. The Council will also ensure a mix of dwelling sizes are provided as in accordance with the Borough's need as detailed in policy GH2. Policy H13 states that the Council will seek to ensure that new housing development is built to Lifetime Homes Standards, providing homes which are accessible meeting the needs of people with disabilities.

Policy H16 states that new residential developments should harmonise with and respect the character of the area within which they are situated, taking account of the following:

- layout in terms of access, car parking and landscaping
- preserving and providing adequate daylight, outlook and residential amenity
- providing a safe and secure residential environment
- maintaining privacy and prevent overlooking
- providing adequate levels of private garden or amenity space.

New development should ensure privacy by providing a minimum distance of 21m between properties with facing windows to habitable rooms to avoid overlooking and 10.5m to a neighbouring garden. This distance should be increased by 3m for each additional storey over 2 storeys. In the case of higher density developments where less distance is provided proposals should include innovative design solutions as set out in policy H17 to avoid overlooking.

The Council require in policy H18 that new developments provide adequate amenity provision which are a minimum of 5m² of space per habitable room for flats, proposals near town centres may be exempt if alternative amenities are provided.

Extensions to residential property must harmonise with existing and neighbouring properties, maintaining the appearance of the street scene and have no significant adverse effect on the amenity of neighbouring occupiers as set out in policy H27. They should be in keeping with the scale, proportion, design and materials of existing and neighbouring properties.

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Appendix 3 **Photographs of Site and Surrounding Area**

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Appendix 4
LPA Pre-Application Feedback