

ce06-000043 payment ref

## **DESIGN & ACCESS STATEMENT**

**PROPOSED TWO STOREY SIDE AND REAR EXTENSION  
38 PANDORA ROAD,  
LONDON,  
NW6 1TR**

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## **DESIGN & ACCESS STATEMENT**

### **1.0 INTRODUCTION**

Currently 7 people reside at property No. 38 Pandora Road. This is a 7 bedroom end terrace HMO house with an unused rear and side garden. We wish to extend into this space to provide extra space/room for their growing family as the one bedroom studio flat my client has at the moment is far too small to build a family life.

In this particular case many neighbouring houses have by now substantial extensions to their homes. Although it would not normally be proposed to have an extension to extreme large sizes, in this circumstance it makes sense to match the neighbour's extension, which will in effect restore the balance of the buildings and the streetscape.

### **2.0 SITE AND SURROUNDINGS**

The site is located close to West End Lane, which is within 2mins distance from West Hampstead Underground Station which also has over ground access to major city stations and excellent bus routes within a 2min walking distances. Equally it is very close to health, leisure and shopping facilities and is within the District Centre, which is used regularly by my client and his wife. My client and his wife enjoy walking and cycling on many occasions as they live an extremely healthy lifestyle and you will see this as we have proposed a cycle storage area to the front garden area. We are also happy to agree a secure car-free housing.

The area has a mix of different residential units of different sizes and shapes.

I have attached image (46 and 38 Pandora Rd) to help show you the surrounding area of which my client would like to match, this will keep with character and appearance, we are matching the scale and mass as set 4 doors down.

#### **2.1 Site Context**

The site is located at 38 Pandora Road, just a short distance from Sumatra Road which is also not far from West End Lane.

The surrounding area is primarily a residential area, dating from the 1830's and early 1900's to present day, more modern styles. However, the area is predominantly made up of good quality 1930's period sub-urban housing. The gardens are approximately 8m long in the area.

#### **2.2 The Existing Site and Boundary**

The overall site plot is relatively flat and is approximately 0.020 hectares (202m<sup>2</sup>). The house has a very large garden which is enclosed by a high fence. The garden overall is also generally underused and is overgrown; particularly to the rear, therefore the client has to remove waste, as other people unload their waste (bed mattress) in this area as seen in attached pictures: - Front view of 38 Pandora Rd.

### **3.1 General Proposal**

In order to accommodate a functional kitchen with more natural light it was important to open up the kitchen with large folding doors looking out into the garden.

The first floor rear extension is to accommodate additional bedrooms, the existing rear bedroom to be enlarged and moved into the extension.

In a situation like this, where we are proposing to add full width and height with a two-storey side extension. It is important for the scale and mass to be appropriate and to respect the existing character of the house, as well as the amenity of the neighbours.

The proposed rear elevation is based on the character and style of the front elevation. Although the double storey rear extension is visible from the street, because of the approach taken to integrate the extension into the house through choice of materials used and with details to match the existing property, it will blend in completely with the surroundings and look as though it is still a part of the original house and surroundings.

In addition the elevational treatment will fit in well with the streetscape.

We have also relocated the HMO therefore there is no net loss and this will still remain as a 7 Bed HMO with a side family dwelling.

### **3.2 Effect on Building and Streetscape**

The decision has clearly left open the opportunity for approval provided we could design a house that was more "in keeping" with the character and style of the surrounding houses. We have therefore in effect redesigned the previous house to reflect the character and appearance of the surrounding properties. We have used the same internal layout and the same footprint of buildings with the area. The internal accommodation is therefore very similar and meets the requirements for Lifetime homes. The proposed house is in fact more or less the same size as half of the houses in the area.

The external materials and detailing will be of good quality and in keeping with the materials of the existing.

### **3.3 Effect on Amenity of Neighbours**

We have been very careful not to have any adverse effect on the amenity of the neighbours.

### **3.4 Parking and Refuse**

With regards to the parking and refuse, I believe that increasing this building will have no effect to the parking or refuse as it will remain the same and there will be no changes to the parking facilities or cause any kind of obstruction to the local residents. We have been extremely careful and have taken parking and refuse into careful consideration and do not wish to make no changes what so ever to the current situation.

### **3.5 Public Transport and PTAL level**

To back up the parking position we have looked at the PTAL rating. The PTAL (Public Transport Accessibility Level) map for Camden shows that the West Hampstead area has good public transport levels with corresponding employment opportunities in the sub regional centres within easy travel distance thereby reducing the impact of the development on local road networks. Nearest main railway stations include:

West Hampstead Railway Station (Over Ground)  
West Hampstead Station (Underground)

Frequent connections are available for Transport for London contracted buses which operate on West End Lane serving Waterloo, Brent Cross, Golders Green, Gospel Oaks and beyond.

The site is rated with a high PTAL rating of 6 which permits less than 1:1 parking, with 8 No. cycle spaces as it is considered these will be more useful in getting around District Centre in particular.

As mentioned in the General Proposal section, there are excellent public transport facilities. Both underground and bus facilities within the area and are used regularly by my clients. My clients enjoy walking and cycling on many occasions as they live an extremely healthy lifestyle and you will see this as we have proposed a cycle storage area to the front garden area.

#### **4.0 SUMMARY**

We have designed a modest house which has been carefully considered and located on the site in a balanced and careful manner. It is our view that it will comply with all the relevant Council policies as set down in the Unitary Development Plan and CPG1. It complies with the housing policy section, with good space standards, good privacy, and more than adequate amenity space.

The proposal will make use of the currently unused garden area and will therefore make the best of use of the site in accordance with Central Government guidance guidelines. It will provide an additional good quality house and for a growing family to continue to grow where the next future generation can remain to live in an excellent community and region.

We would therefore be grateful for consent.