

## THE SITE

The site is located within a residential area to the west of Hampstead, between Hampstead tube station and Finchley Road. The property lies within the Redington/Froggnal Conservation Area - Sub Area Five. Heath Drive runs in a shallow valley to the south-west of Redington Road. Heath Drive was developed from 1890 onwards with many of the plots being sold off individually or in pairs. This is particularly noticeable on this north-western side of the road where house designs are varied in quality and character. The houses are predominately of two/three storeys and built from red/orange facing brick with white painted window frames. The character of the area is residential with a tree lined street scene and generous gardens to both front and rear of the properties.

## THE DESIGN PROPOSAL

14 Heath Drive is a semi-detached house being linked to no 13. The house is presently three storeys with red/orange facing brick to the lower floor and rendered gable walls above. No 15 Heath Drive is a taller building of no architectural merit and is considered in the written Conservation Area statement to be a building that does not offer a positive contribution to the conservation area.

No 14 should therefore relate to the adjoining building no 13 and not to neighbouring property no 15. No 14 has been divided in the past into three self-contained flats, one on each floor of the house.

There is a current planning decision to allow the conversion of the property into two units. A large family maisonette on the Ground and upper floors and a new one bedroom flat in a newly created Lower Ground floor. Application no. 2008/4615/P.

The present submitted application is to echo the recently approved drawings but redesign to suit the new owners and their family needs. There will be a large maisonette on the upper floor using the main front door as its entrance and a smaller self-contained one bedroom flat with access from the side.

There will be a loss of one unit from the original layout and this is in accordance with the current policy of the Unitary Development Plan adopted by Camden.

At some time in the past the front of the house has been altered to create a garage. This has involved the removal of original windows and a small extension beyond the front line of the house to allow enough depth within the garage for a car. This has given rise to a rather ugly extension at the front of the house. It is intended to remove this extension and replace it by returning to the original design of two sash windows that would copy the front windows to no 13.

It is intended to remove the low quality rear extension and replace it with a new single storey extension of very similar size to become a large open kitchen dining room to the host family. It is proposed to have large glazed areas to this extension that can open up to give access to the rear garden for the children to play.

The proposed extension will have a flat roof as other extensions in this locality. There shall be a feature low profile roof light to the flat roof to allow light and ventilation to the kitchen area.

It is intended to remove the low quality rear bay window and replace it with sliding folding door to allow more light into a dark room.

In regard to the loss of the bay window I should like to draw your attention to the following Planning Case. The definition of "development requiring planning permission" was established in the cases known as *Shimitzu v Westminster* and *Burroughs Day v Bristol* – alterations to elevations that cannot be seen from public highways are considered "non-material". The windows to be altered cannot be seen from any material vantage point. They are at garden level and are hidden behind the projecting extension of the main house. Thus, I would argue that this alteration to the rear Ground floor bay window is non-material and does not actually require planning permission.