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## Design and Access Statement

193-195 Kentish Town Road, London, NW5 2JU

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### Design & Use

The site is occupied by a four storey terraced building of traditional construction. The ground floor occupies two commercial units, the first floor a photographic studio, the second and third floor being occupied by five self-contained flats under a flat roof.

The proposed scheme, again consist of a roof level development to the existing block creating a one bedroom self-contained residential unit within the new pitched roof/mansard roof. The intention would be to utilize the existing load bearing structure and also re-house unsightly tanks, dishes, aerials and services that have accrued over the years, the presence of which increases with the passage of time. The proposals will hide these for once and for all so providing an immediate benefit to the locality.

The scheme has been redesigned by the provision of a comfortably wide gully that offers a similar built form to the adjoining blocks on Kentish Town Road. In being set back from the flank wall, the mansard roof will be subordinate to the main building. Almost identical mansard roof extensions, similarly set back, have been permitted at 199-203 and 205 –211 Kentish Town Road.

The mansard roof now proposed is less prominent with a consequent beneficial effect upon the street scene than the previous design. In being less prominent it retains the visual interest in a local feature, ie the turret some 15 metres away on the roof of the next building but one located on the corner of Kentish Town Road and Prince of Wales Road. None of these buildings are within a conservation area nor is the said turret listed in any way. The Applicant is reducing the size of the flat to 48 sqm so that the locality can enjoy

the view of the turret when traveling down in an southerly direction along Kentish Town Road while simultaneously providing the turret with a harmonious setting when viewing it from the northerly direction. In either direction, there is a now a more open view of the turret. The original roof-line of the building itself, given that its façade will be retained, will continue to hold its architectural interest just as the other mansard roof extensions at 199-203 and 205 –211 Kentish Town Road have.

It is considered that the proposal will be in keeping with the existing character of the building. The scale of the new proposal will also enhance the entire building by being representative of a pitched traditional construction in keeping with its architectural style. The redesign offers less impact than the previous scheme on both the building itself, the street scene the turret and the roof line in the immediate locality.

### **Locality & Layout**

The property is located on the west side of Kentish Town Road to the north of its junction with Prince of Wales Road. Buildings along this part of Kentish Town Road comprise of mixed styles and ages. In terms of scale the adjoining blocks are four and three storey with mansard roofs. As the proposed self-contained flat will be provided within the proposed roofscape, the current usage of the existing building will be retained.

### **Scale**

The height of the building is 12.7m, the proposal will bring this level to 15.3m which will allow for the structure and minimum required headroom. The building will be higher than its immediate neighbours at 191 and 197 Kentish Town Road, but is slightly lower than the other four-storey dwellings in Kentish Town Road such as 199-203 Kentish Town Road. The Prudent Use of National Resources states in paragraph 21 that, the broad aim should be to *ensure that outputs are maximised whilst resources are minimised (for example by building at higher densities on previously developed land*

rather *than* at lower *densities on Greenfield sites.*') In paragraph 27 it urges the Council to 'promote the more efficient use of land through higher density....and the use of .....previously developed land....

PPS1 in paragraph 5 states that 'Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by (inter alia) ensuring a high quality of development through good and inclusive design, and the effective use of resources'. The proposed development promotes this particularly in the light of the redesign.

### **Appearance**

As the Councils UDP states in Policy 6.5 'Developments should be of an appropriate scale and *character for the* centre to *which they relate*'. The development sits well within its context; it preserves the character both in terms of its scale, height and footprint of the surrounding dwellings that occupy the area.

The external appearance integrates well with the surrounding buildings on Kentish Town Road, which it will replicate, in the use of traditional materials such as grey slate tiles, render and brick, which aspires to a vernacular approach to the site surroundings, even though Kentish Town Road represents a variant of diverse styles. The mansard roof has now been re-dimensioned to compliment rather than overwhelm the turret and stand unobtrusively in the street scene while at all times retaining the visual interest in the façade of the building.

### **Access**

The access to the new fourth floor will be via a continued stairwell from 193 thus minimizing disturbance to the existing use of the building. Access to the new flat is based on a similar layout to the existing.

The location of the site is particularly good for public transport facilities with main bus routes immediately accessible on Kentish Town Road. Kentish Town, and Camden Town Underground and Gospel Oak and Kentish Town West Railway stations are also within easy walking distance. The Building is located within a PTAL 6a area.

### **Summary**

The proposal entails a small scale development of one self contained flat offering good quality accommodation over an existing flat roof space.

The proposal would conform with Councils UDP and SPG standards and will also be in accordance with Governments planning policy guidelines PPS1 and PPS3.

The Applicant is happy to enter into a S. 106 Agreement to make the proposed dwelling a car free dwelling and to enter into a construction management plan to facilitate the development.